THE TOWN PLANNING BOOK FOR

LEANDER, TEXAS

MAY 2005

Illustration by James Wassell & Dede Christopher

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PARTNERS

CITY OF LEANDER, LANDOWNERS, CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

PLANNERS

GATEWAY PLANNING GROUP & PLACEMAKERS, L.L.C.

Austin, Dallas/Ft. Worth *Albuquerque, Atlanta, Cleveland, Miami*

Introduction To

LEANDER, TEXAS

Illustration by James Wassell & Dede Christopher

CONTENTS

INTRODUCTION

The History of Leander

Leander, on U.S. Highway 183 in southwestern Williamson County, was established in 1882 after the Austin and Northwestern Railroad bypassed Bagdad, a town a mile to the west. That year Bagdad merchants began moving their businesses to be near the railroad; additional moves were made when the railroad company began selling lots at the new town site on July 17, 1882. The new community was named Leander in honor of Leander Brown, a railroad official. The town grew rapidly, and a number of businesses were established there. Doctors, lawyers, and a bank were soon established in the community. Little changed in the community until the late 1950s and early 1960s, when housing subdivisions began to develop in the area. (Source: Handbook of Texas Online)

The TOD/SmartCode Initiative

Leander stands at a crossroad of opportunity. Its location at the northwestern edge of the Central Texas growth corridor has made Leander one of the fastest growing cities in the state. Leander will see much of its growth from the construction of the 183A Tollway by the Central Texas Regional Mobility Authority (CTRMA) and the regional urban commuter rail system by the Capital Metropolitan Transportation Authority (Capital Metro), linking Leander with Downtown Austin.

Growth in the region is both desirable and inevitable. In acknowledgement of this fact, Mayor John Cowman and the City Council, together with Capital Metro, are pursuing strategies that are sustainable over the long run. In the fall of 2003, Mayor Cowman, Representative Mike Krusee, Chairman Lee Walker of Capital Metro, Fred Gilliam, Capital Metro President, and Scott Polikov of Gateway Planning traveled with about 20 Central Texas leaders to evaluate New Urbanism and transit-oriented development (TOD) in the Washington, D.C. Metro Area. Andres Duany, a noted architect, and a leader of New Urbanism, Paul Ferguson, Chairman of the Board of Supervisors for Arlington, County, Virginia, and Nathan Norris of PlaceMakers hosted the Central Texas delegation. After touring the Kentlands, a New Urban community in nearby Gaithersburg, Maryland, as well as TODs in Arlington, Virginia, the Central Texas delegation became convinced that planning, form-based code reforms, and a leveraging of transportation facilities results in sustainable, pedestrian-friendly, mixed-use neighborhoods.

For Phase I of the initiative, the consultant team and City staff identified which areas would be impacted by the forthcoming transportation improvements. It was determined that the properties along existing and future roadways and rail should be included. Beyond those properties, other inclusions should be the "Old Town" portion of Leander that was already being considered by the City Planning and Zoning Commission for redevelopment. Approximately 2000 acres were ultimately included in the Initiative.

The consultant team and the City of Leander then met with major landowners, collectively, to present the planning process and its objectives, and to ascertain the landowners' interest in participating in a detailed planning effort. With a positive initial reaction, the consultant team and City staff followed up individually with major landowners to further discuss their needs and concerns. The City made it clear that any existing uses in the planning area would not be affected, but that future development will have to comply with the SmartCode (a form-based, transect-based land development code template created by Andres Duany) adapted for the planning area. In parallel, a fiscal impact analysis concluded that the Initiative at build out would double tax base, as compared to conventional trends development within the planning area, to approximately $2 billion. Consensus emerged to proceed with a detailed planning and code effort funded by the major landowners, the City and Capital Metro. The ultimate transect-based master plan herein was supported by a market study that projected a mix of several thousand additional urban housing units, along with significant demand for boutique TOD retail, in addition to the growth already projected for the area.

Acknowledgements

The Gateway Planning/PlaceMakers consultant team appreciates the support of the landowners, as well as the staffs and consultants of the City, Capital Metro, the CTRMA, and TxDOT, including Biff Johnson, Bob Hughey, Jim Bechtol, Barney Knight, and John Hodges.

LEANDER, TX

PlaceMakers

PlaceMakers envisions, defines, and sells places people love, providing the only truly comprehensive placemaking solution available – from point-of-origin to point-of-sale.

Realizing that placemaking is an investment where value rises and falls on the wisdom of the approach, the firm guides developers and municipalities through the three critical steps that ensure maximum return – financial and otherwise – on their placemaking efforts. These steps are Meaningful Visioning, which makes place feasible; Precise Coding, which protects the essential details throughout construction; and Place-Proven Marketing, which ignites sales through the inventive expression of practical benefits and compelling emotional nuances.

Charrette books like this one are a definitive part of the firm's Precise Coding services. While adhering in many ways to a grand American tradition, they effectively reinvent the form as well, applying different patterns across varying rural to urban contexts. In doing so, PlaceMakers' plans and codes maximize market choice and viability by respecting that different people find their ideal life at different points along the way.

Providing the intriguing blend of complementary skills that makes PlaceMakers' unique approach and value possible are the firm's five principals: Hazel Mouzon Borys, Scott Doyon, Susan Henderson, Steve Mouzon and Nathan Norris.

Gateway Planning Group

Based in Austin, Texas, the Gateway Planning Group is a consortium of three complementary boutique firms. Gateway Planning combines the disciplines of town planning, design, architecture, economic development, public-private finance, transportation, and community facilitation, focusing primarily on implementation.

Gateway Planning works with communities, state agencies, local governments, universities, and developers to harness growth into mixed-use pedestrian-friendly patterns. Gateway Planning focuses on the basics: a mix of housing types, neighborhood retail, pocket parks, community schools, great civic spaces, the market, a balanced regional transportation system, as well as streets designed for both cars and people. Gateway Planning has developed master plans for downtowns, universities, "greenfields", and fast-growing suburban growth corridors. Those master plans are complemented by form-based urban codes that both elevate the community's standards for quality of life, while also harnessing the market's ability to deliver sustainable growth and redevelopment. Gateway Planning's principals believe that the key to implementation is integrating design into development regulations, in addition to utilizing performance-based mechanisms and incentives to unleash the genius of the market.

Gateway's town planning work has earned the Texas American Planning Association awards for Best Current Planning, Best Project Plan, and Community of the Year.

The Gateway Planning Group consists of principals Scott Polikov, Pix Howell, Milosav Cekic, Ralph Reed, Michael Weaver and Michael Groomer, along with associates Daniel Reece, Yvette Flores and Marie Walters.

Texas Perspectives (TXP)

TXP is a national economic analysis and public policy consulting firm founded in 1987 in Austin, Texas by Jon Hockenyos. Since then, TXP has grown into a team of professionals whose diverse backgrounds allow them to craft customized solutions to client problems. TXP has developed an expertise in analyzing the economic factors for implementing sustainable place making. Accordingly, TXP regularly collaborates with urban planning, engineering, and public policy firms — as well as Ph.D.s in varying disciplines — to put together teams that best suit its clients' needs.

Capitol Market Research

Capitol Market Research was founded in 1986 to provide professional services related to regional and site specific population, employment, and housing forecasts. CMR is a firm of qualified professionals whose President, Charles H. Heimsath, brings a recognized expertise in socio-economic forecasting for use in long range planning. CMR provides comprehensive, accurate and well-documented assessments of historical data, population growth and urban development trends for both public and private sector clients, and Capitol Market Research (CMR) has considerable expertise and experience in the preparation of small area real estate forecasts and economic impact studies for use in long range planning.

John Langmore Consulting

Since serving as the policy director for the Texas House Transportation Committee during the 78th legislative session, John Langmore has been consulting on transportation and land use issues both in Texas and across the country. John represents both public and private clients on a broad range of transportation and related issues. He has assisted other states in assessing and implementing alternative means of financing needed infrastructure. He has secured funding for key projects across Texas and is part of the team currently working on the Trans-Texas Corridor. John is also actively involved in securing commuter rail between Austin and San Antonio, and he is a co-chair of the Transportation and Land Use committee of Envision Central Texas, a regional non-profit planning group shaping the future growth and development of Central Texas.

PATE Engineers, Inc.

PATE is an award winning, full service, civil engineering firm. In 2005, the Texas Council of Engineering Companies (TCEC) awarded the Eminent Conceptor Award to PATE. PATE's 35 years of experience are PATE's foundation and springboard to deliver solutions for land and site development, wastewater collection and treatment, water storage and distribution, flood control and drainage and transportation. From preliminary planning and design through survey and construction management, the Austin group serves as a hub for several statewide, strategic initiatives. PATE's network of professionals supports six (6) offices across Texas with headquarters in Houston.

Melinda Wheatley

Melinda Wheatley is a governmental affairs consultant located in Austin, Texas. Formerly the Vice President of Texas Public Policy Foundation, a nonprofit think tank, Wheatley also formed and chaired boards numerous charter schools in Texas. Wheatley specializes in legislative and municipal consulting with a focus in transportation, planning and zoning, and education.

Peter Swift & Associates

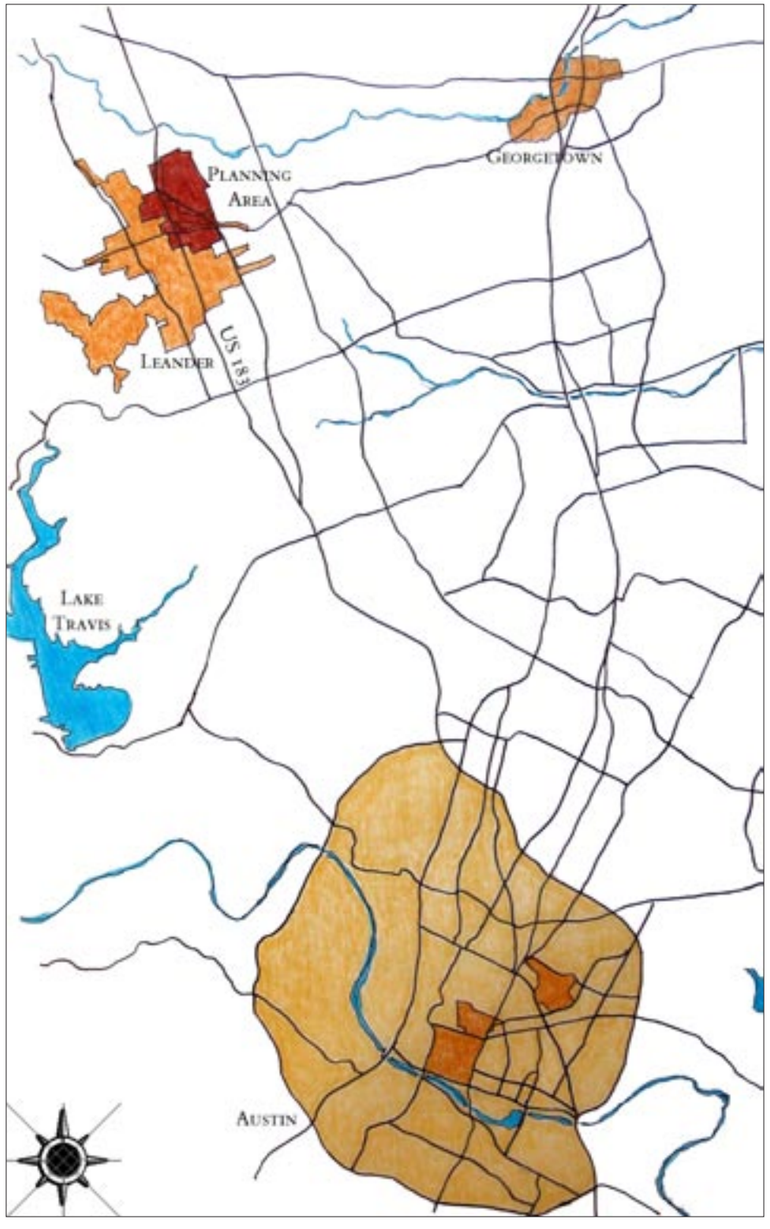
Peter Swift is one of the premier engineers nationally, facilitating The New Urbanism. Supporting town planning initiatives around the country, Peter provides transportation design approaches to complement place making. At the same time, he facilitates community education in order to resolve perceived conflicts between mobility and place making. He focuses on early involvement of public works and public safety officials to mesh those goals.

Section A

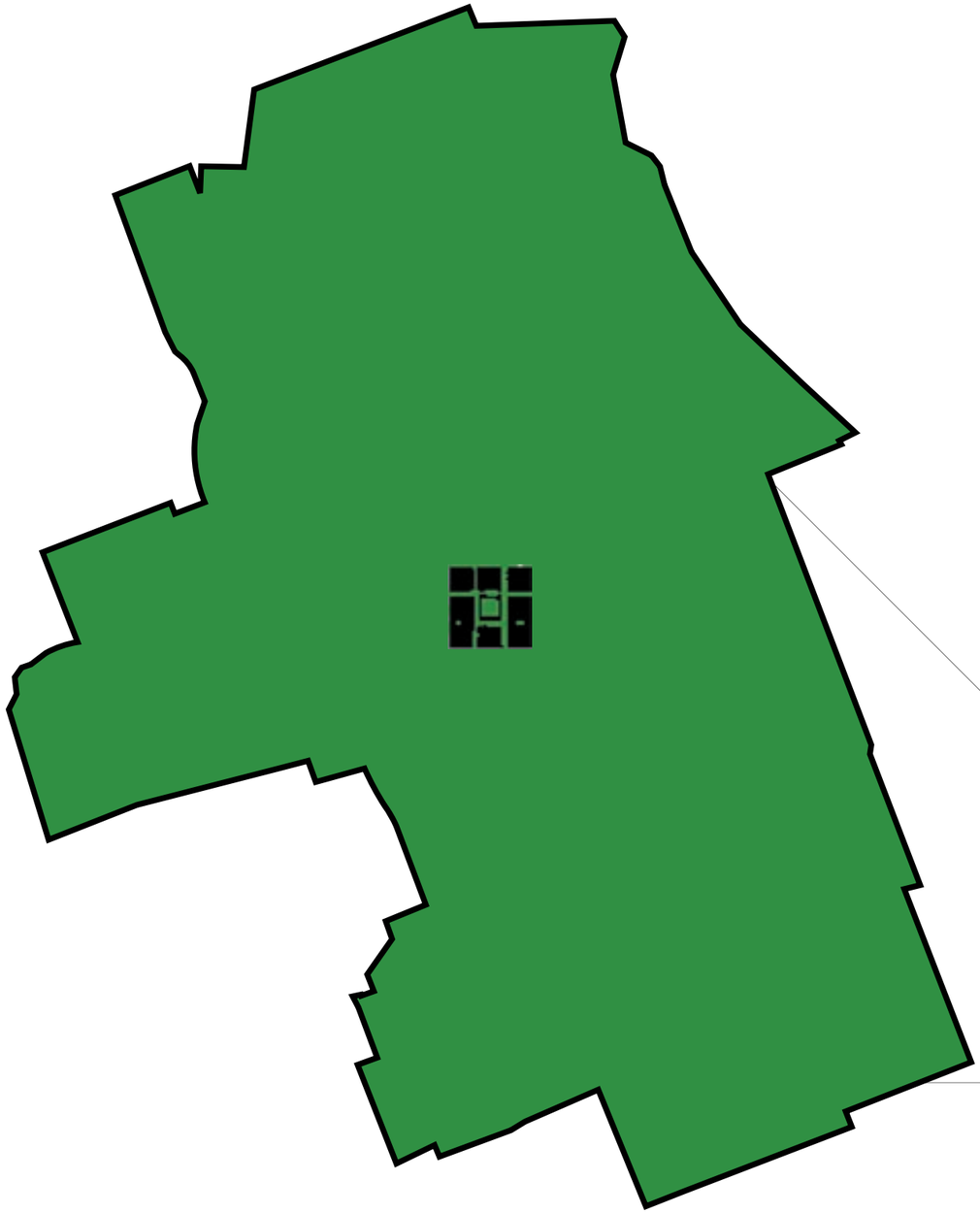
EXISTING CONDITIONS

Illustration by Dede Christopher

REGIONAL MAP

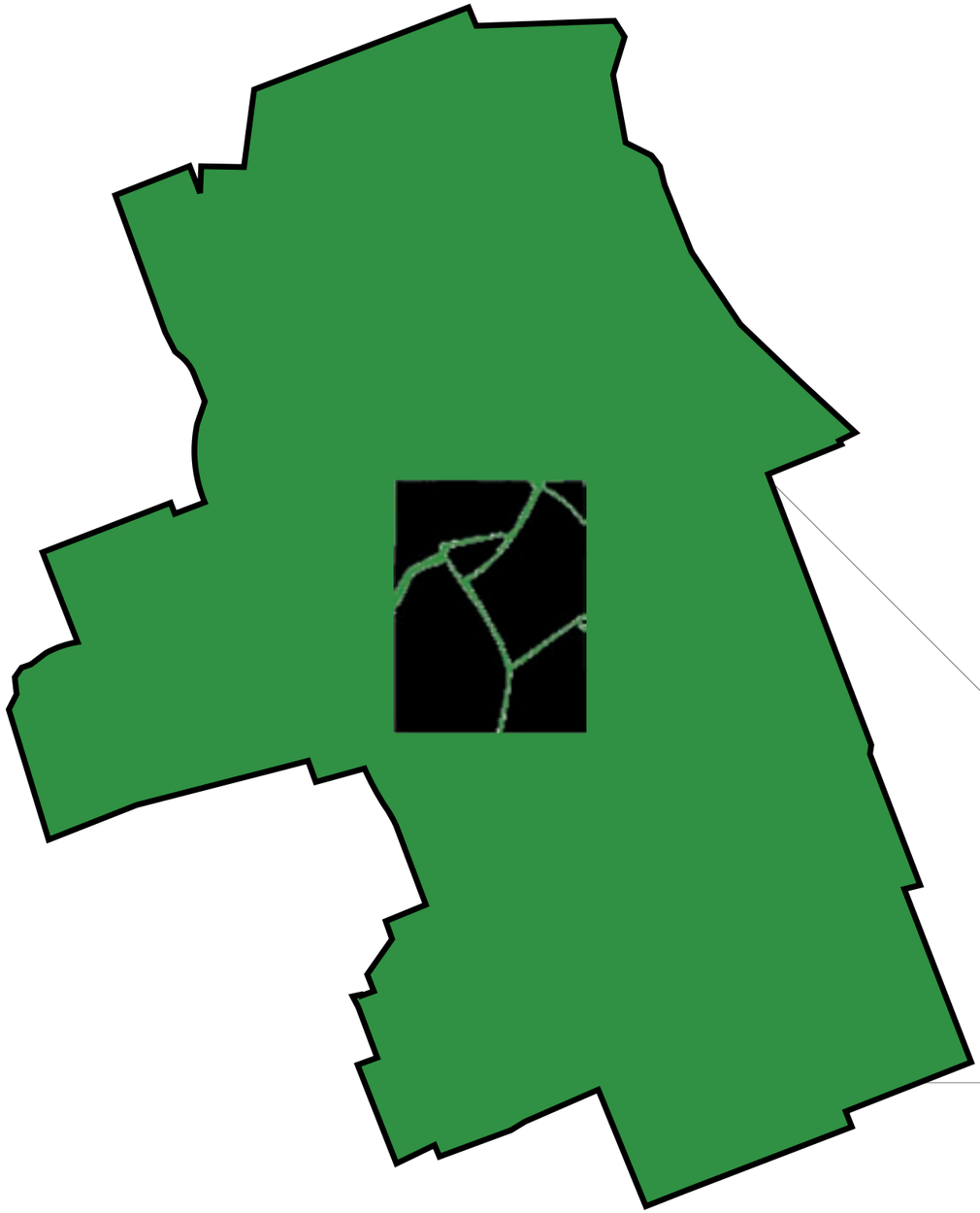


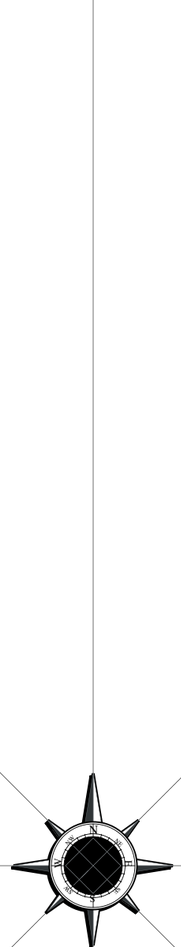
AERIAL OF PLANNING AREA



Scale Comparison to Georgetown Square

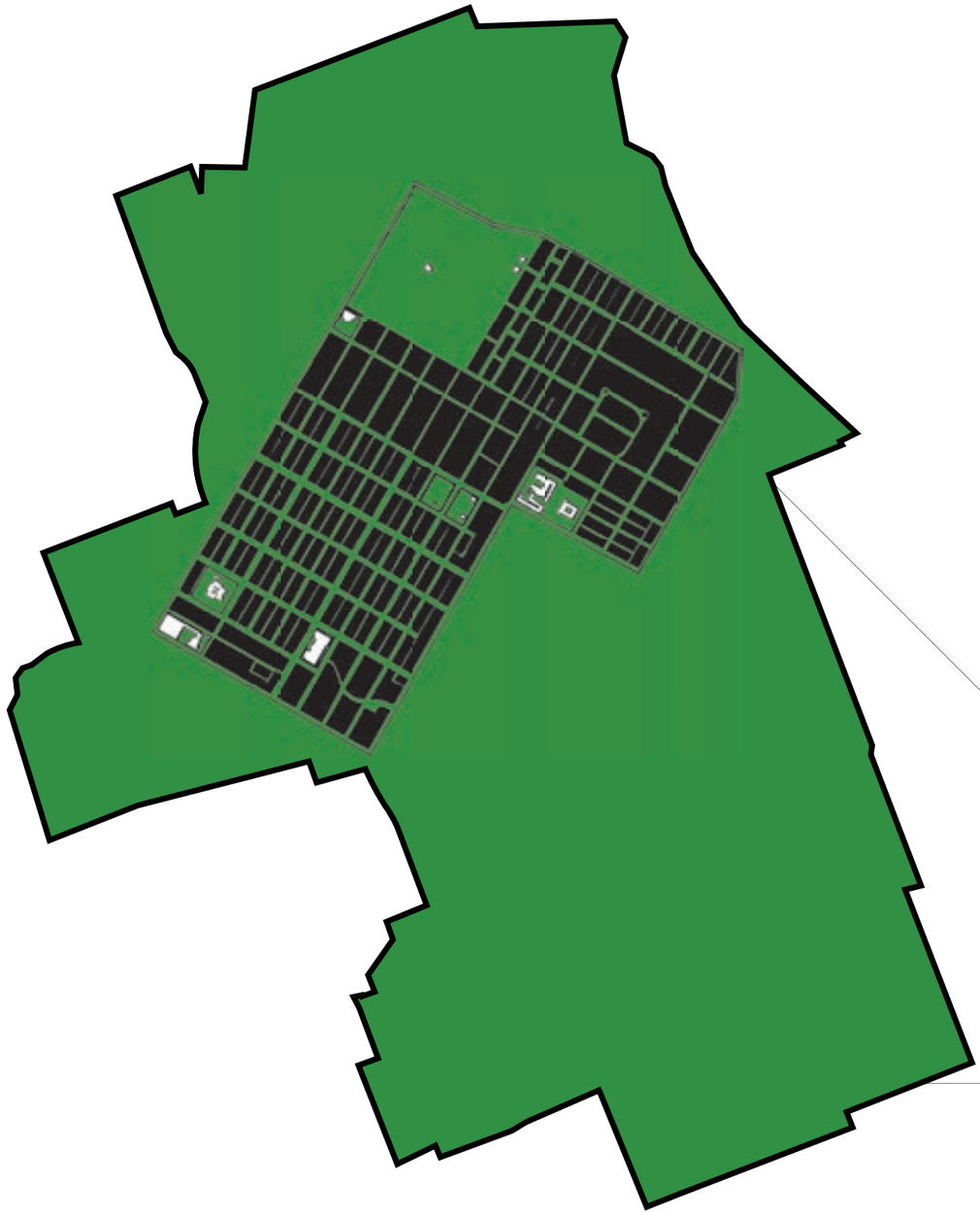
0 1,000' 2,000' 3,000' 4,000'





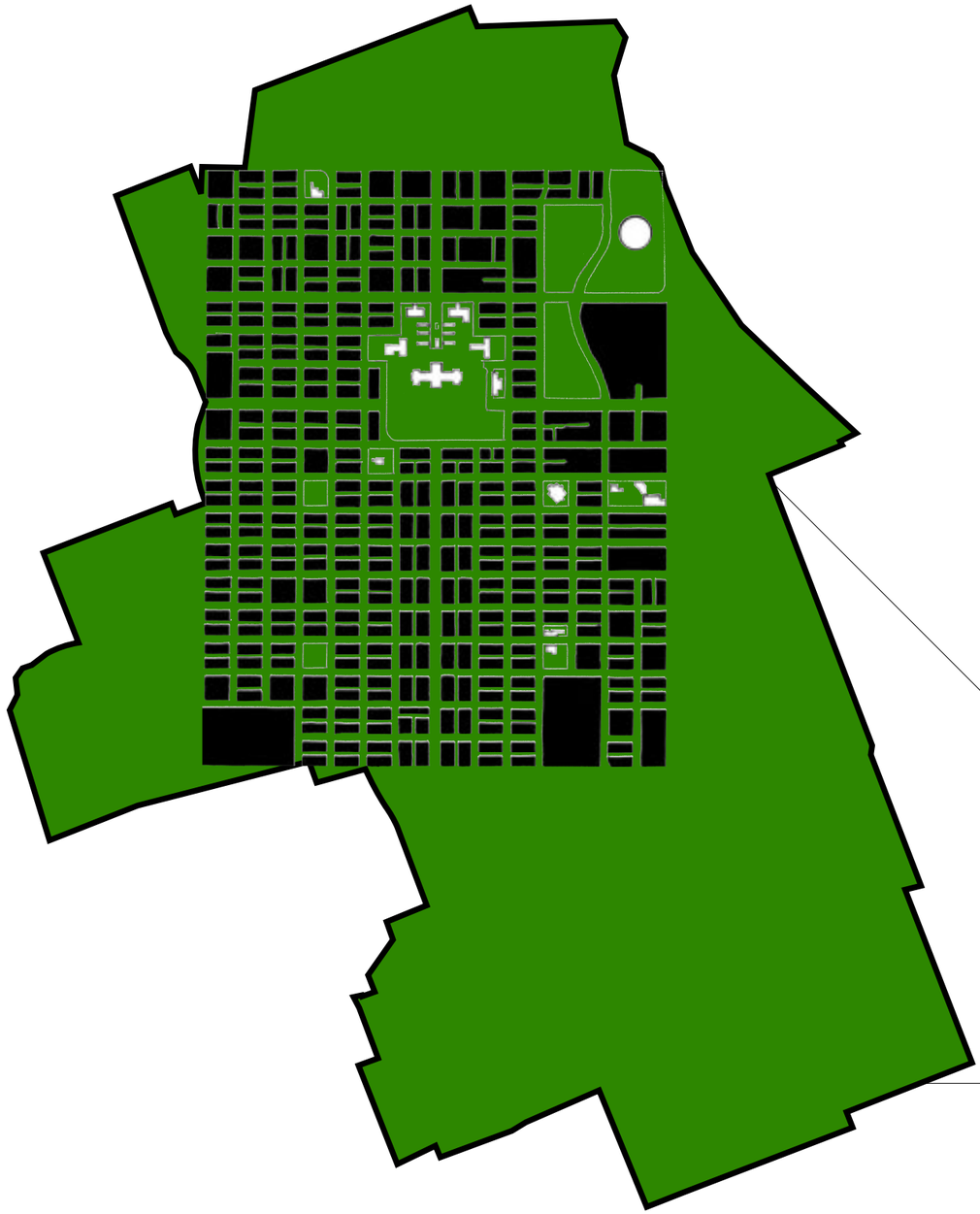
Scale Comparison to Gruene, Texas

0 1,000' 2,000' 3,000' 4,000'



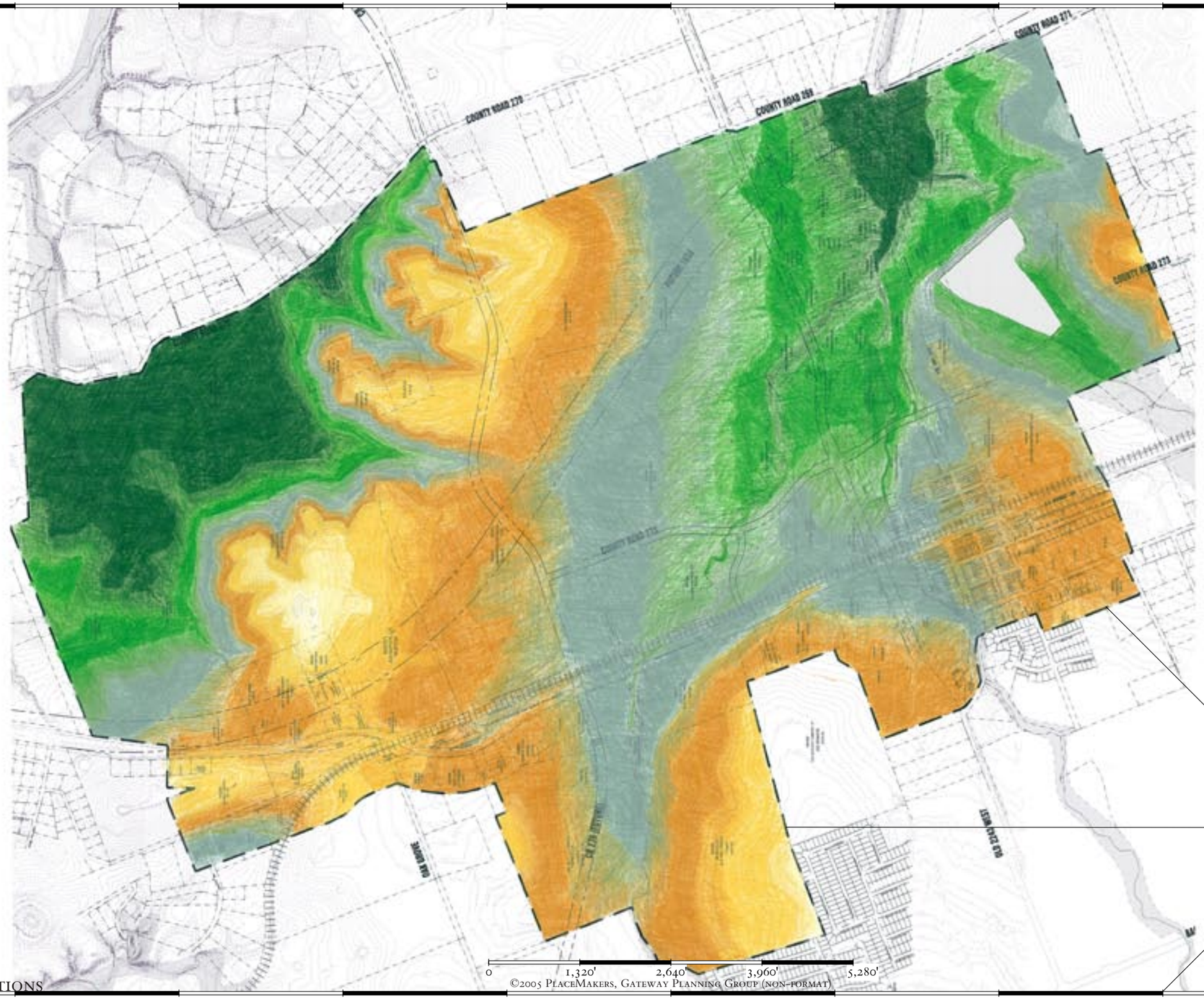
Scale Comparison to Hyde Park

0 1,000' 2,000' 3,000' 4,000'



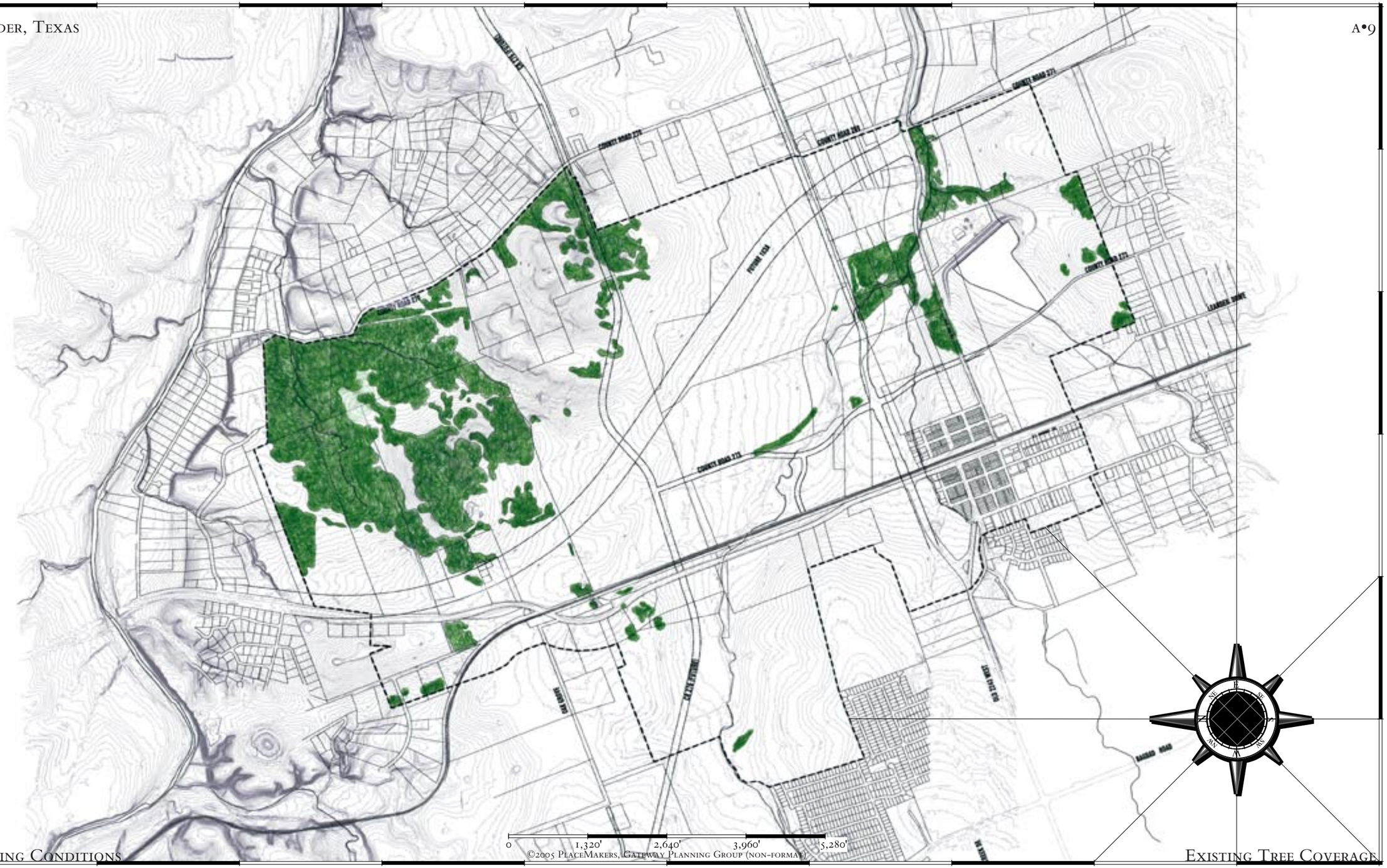
Scale Comparison to Downtown Austin

0 1,000' 2,000' 3,000' 4,000'



Existing Conditions

Topography Analysis



Existing Conditions

Existing Tree Coverage

SECTION B

PLANS

Illustration by James Wassell and Dede Christopher

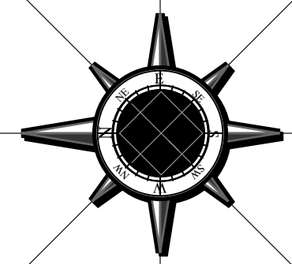
Leander, Texas

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.

Illustrative Plan

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.

0 1,320' 2,640' 3,960' 5,280'



Regulating Plan

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0 1,320' 2,640' 3,960' 5,280'

Neighborhood Structure

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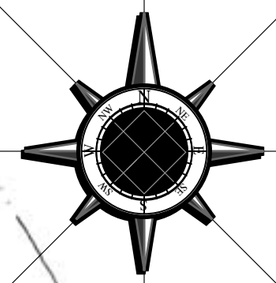
JEAN BAPTISTE

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.



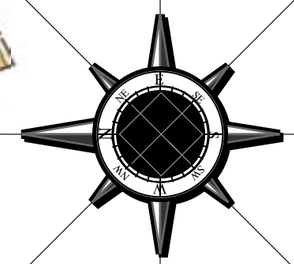
All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.

BW Tract, Jean Baptiste

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.

MM Tract & Higgenbotham

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.



MK Tract, CapitalMetro, & Old Town

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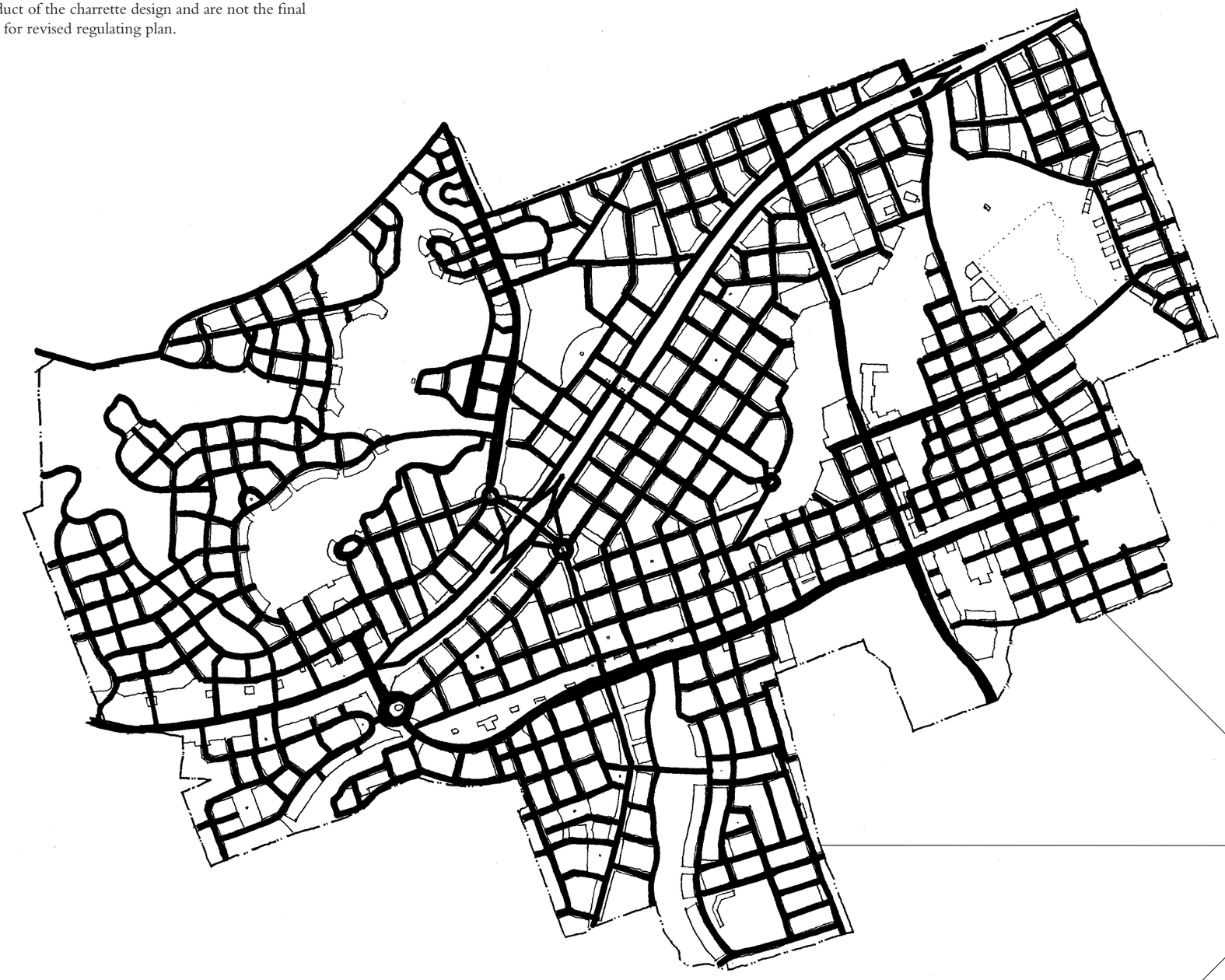

0 1,320' 2,640' 3,960' 5,280'

STREET NETWORK

Leander, Texas

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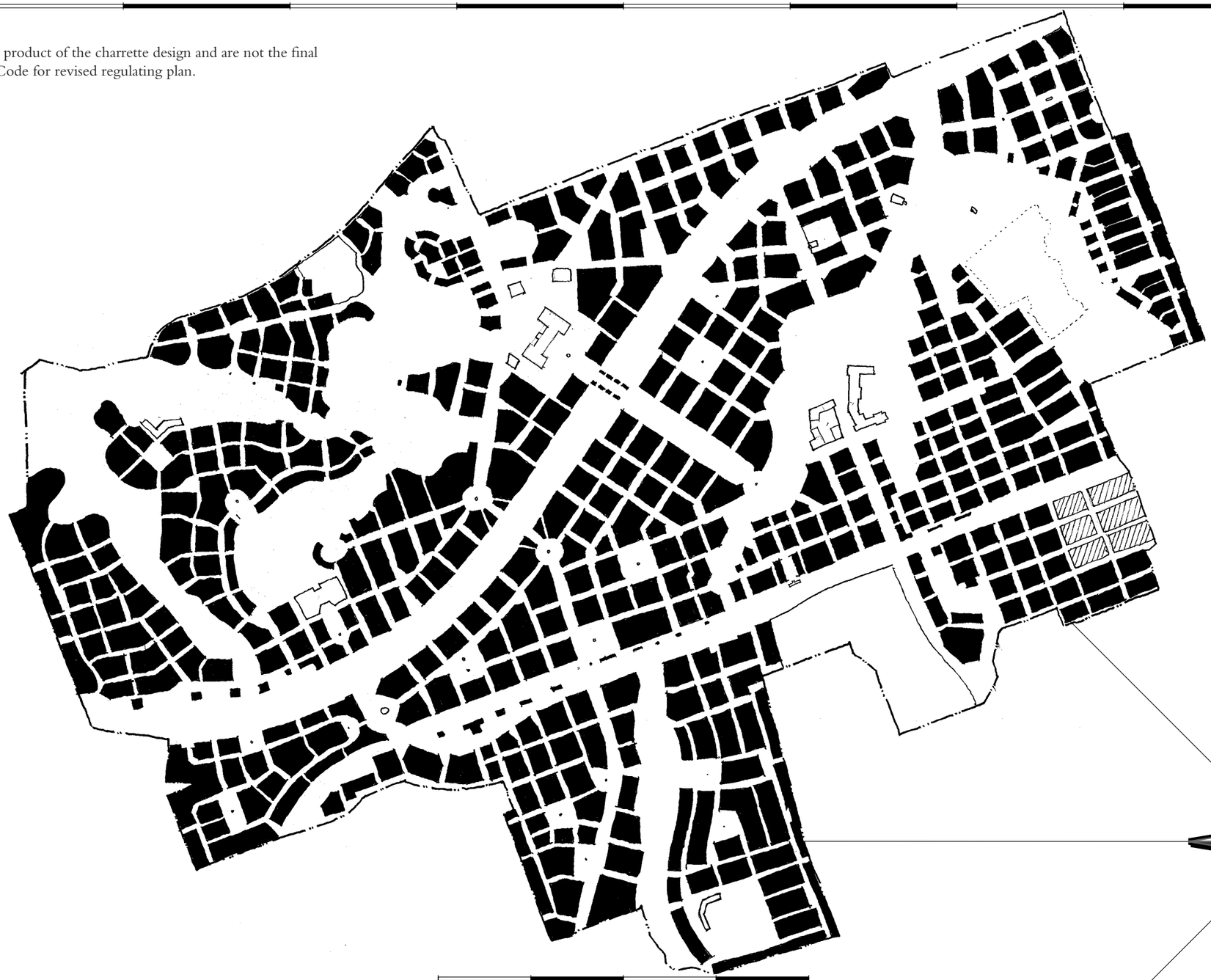

Block Structure

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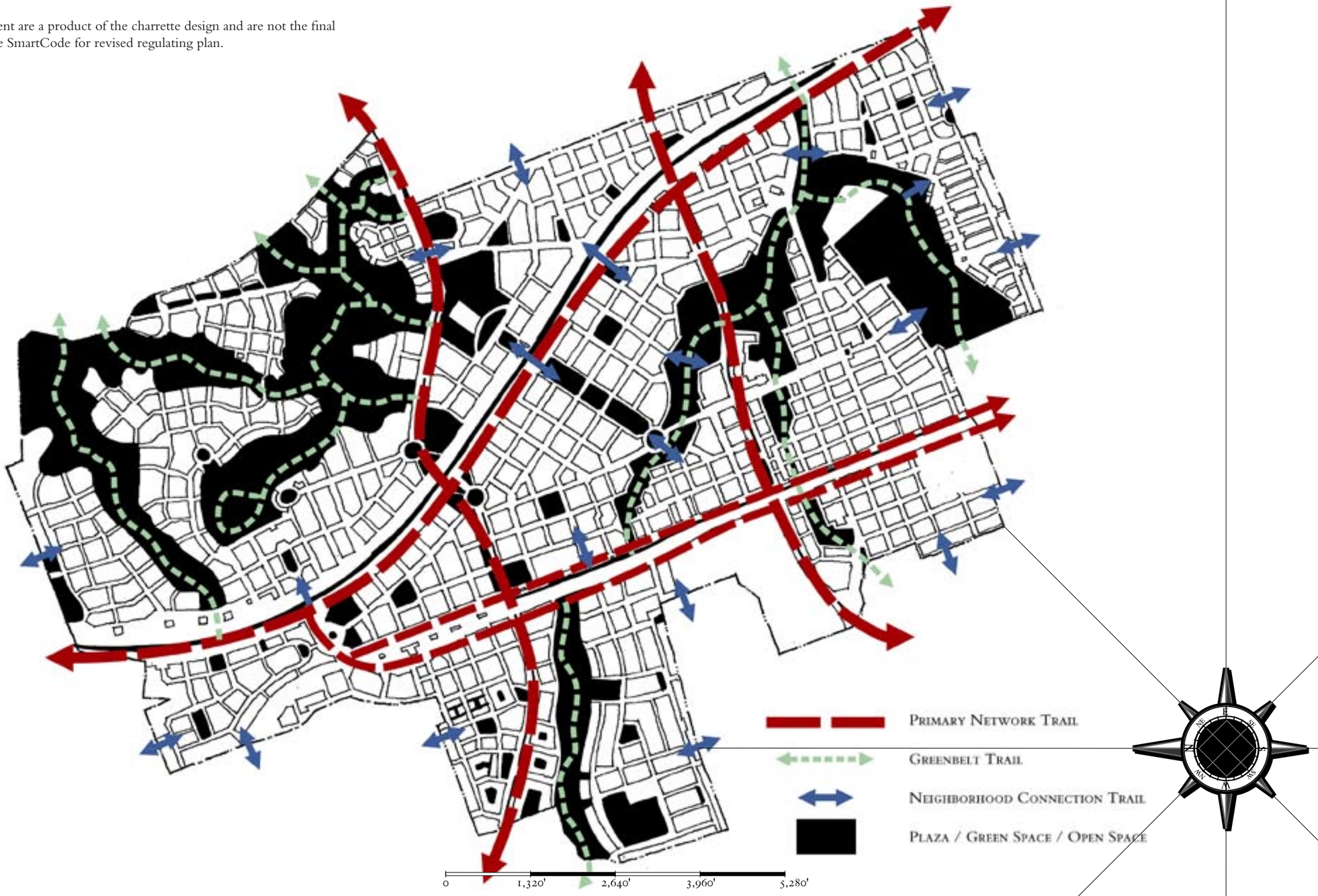

Trail Network

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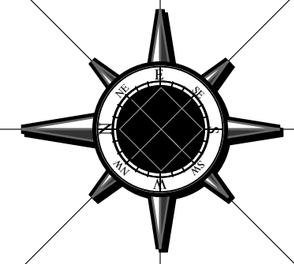


0 1,320' 2,640' 3,960' 5,280'

OPEN SPACE NETWORK

All plans in this document are a product of the charrette design and are not the final regulating documents. See SmartCode for revised regulating plan.

Drainage Solutions

Section C

ILLUSTRATIONS

Illustration by James Wassell & Dede Christopher

Illustration by Dede Christopher

Illustration by James Wassell & Dede Christopher

Illustration by James Wassell & Dede Christopher

Illustration by James Wassell & Dede Christopher

Illustration by James Wassell & Dede Christopher

Illustration by Dede Christopher

Illustration by James Wassell & Dede Christopher

Illustration by James Wassell & Dede Christopher

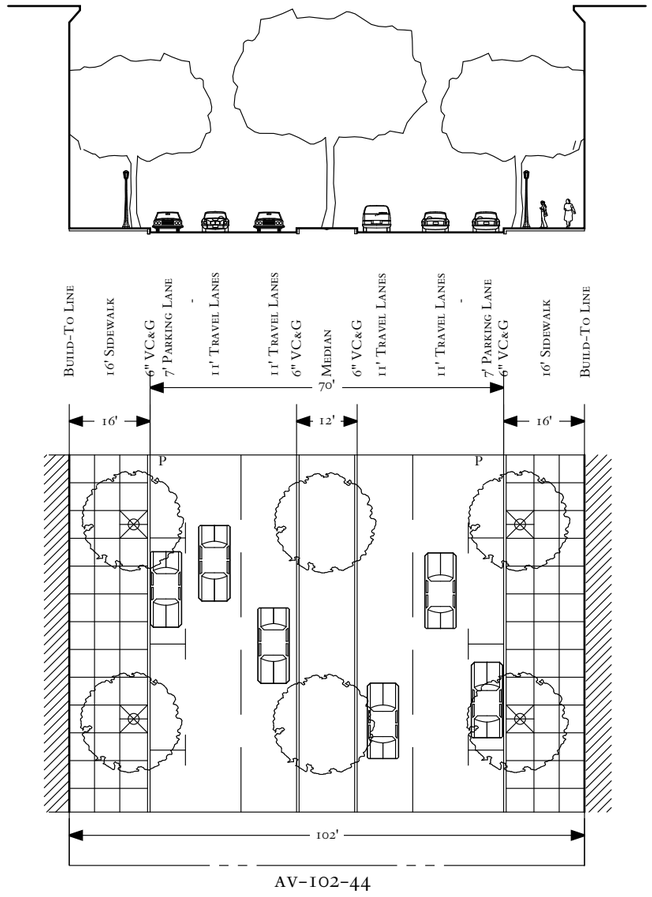
Illustration by James Wassell & Dede Christopher

Illustration by James Wassell & Dede Christopher

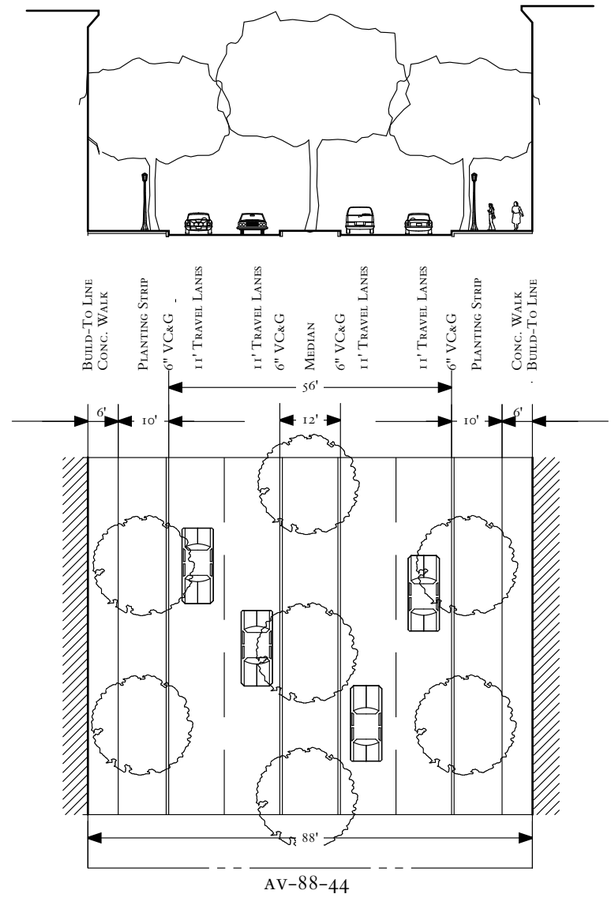
Section D

THOROUGHFARE STANDARDS

Illustration by James Wassell & Dede Christopher



AV-102-44



AV-88-44

AV-102-44 Plan-Section

AV-88-44 Plan-Section

Thoroughfare Types

BV:	Boulevard
AV:	Avenue
ST:	Street
RA:	Rear Alley
BR:	Bike Route
RD:	Road
RL:	Rear Lane
BT:	Bike Trail
PT:	Path

ST 50-30

- Pavement Width
- Right of Way Width
- Thoroughfare Type

TYPICAL STREETSCAPE ASSEMBLAGES

Boulevard: a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

Avenue: a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

Street: a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

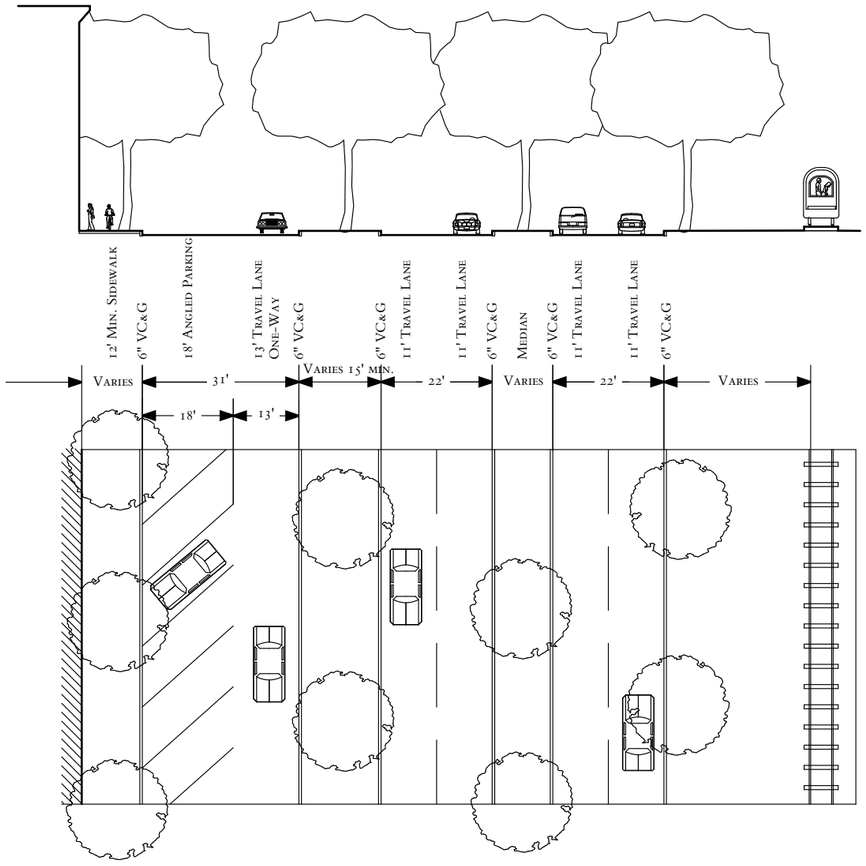
Rear Alley: a vehicular dirveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges. This type is required within T4, T5, and T6 Zones.

Bike Route: a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds. This type is permitted within T3, T4, T5, and T6 zones.

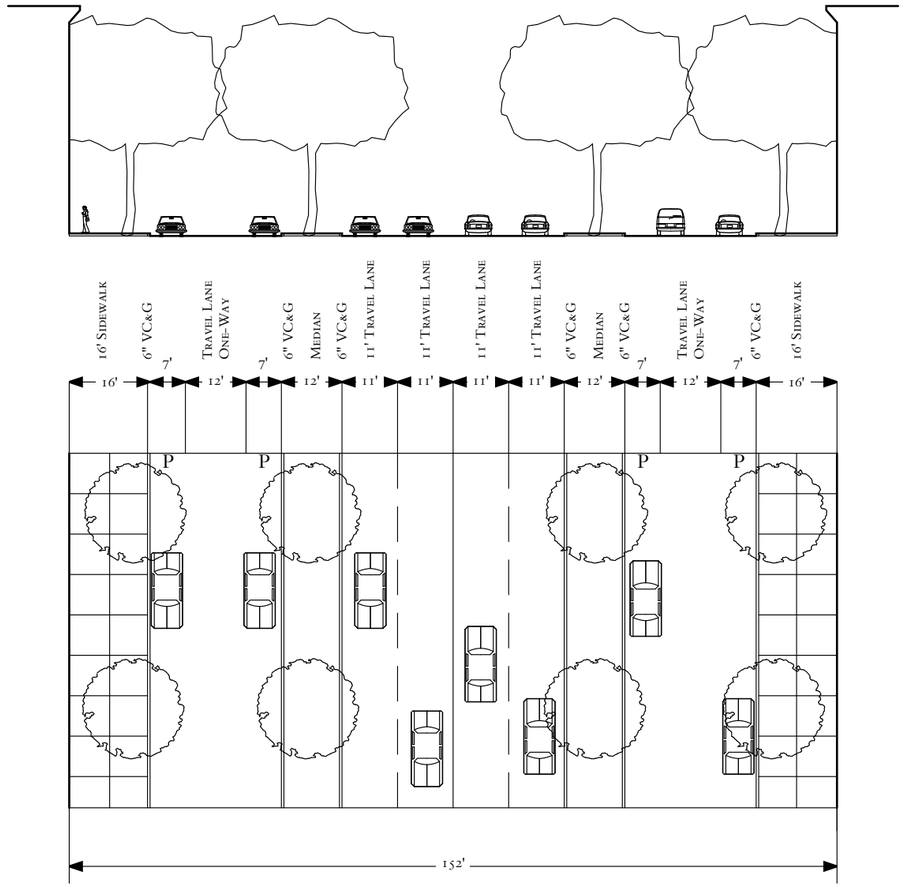
Road: a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

Rear Lane: a vehicular dirveway located to the rear of lots providing access to parking and outbuildings, and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation. This type is permitted within T3 and T4 Zones.

Path: a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths connect directly with the urban sidewalk network.



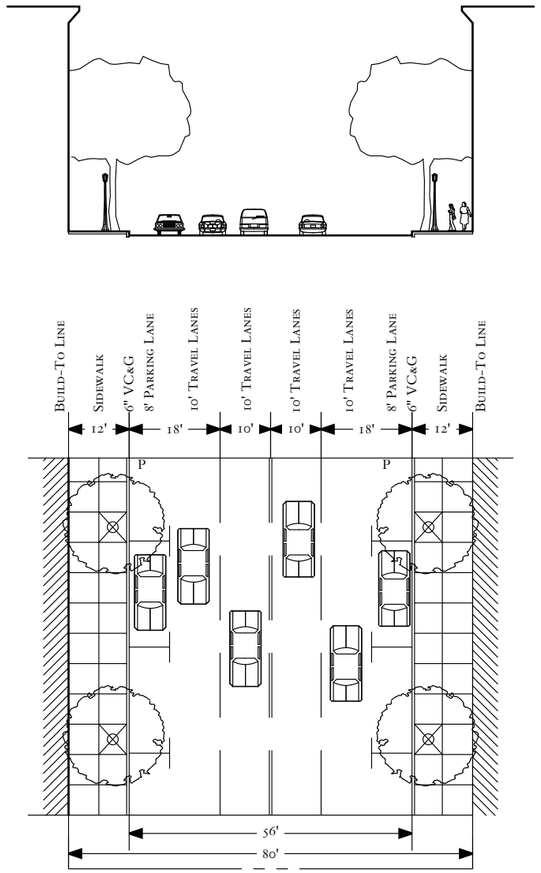
bv-v-57
Proposed Hwy 183



bv-152-68
Proposed CR 274 & FM 2243

bv-v-57 Plan-Section

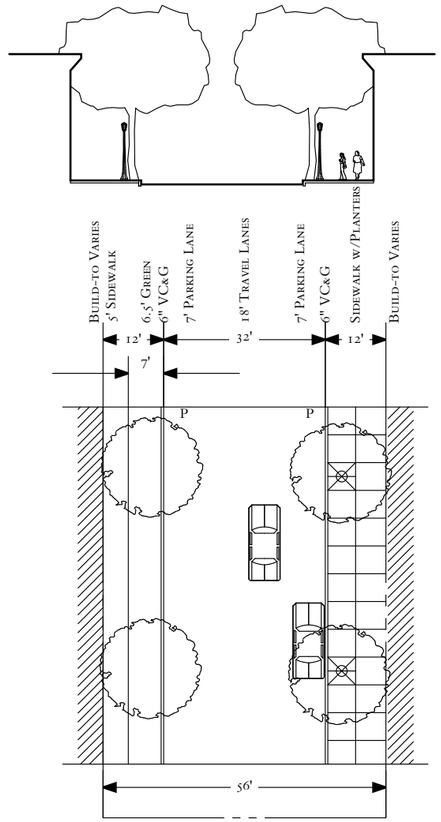
bv-152-68 Plan-Section



MS-80-56

Note: The 18' parallel parking and through lane may be converted to 18' deep, 60° angled parking. If that section is used, the through lane should be 12' wide adjacent to the diagonal parking. This section would be MS-84-60.

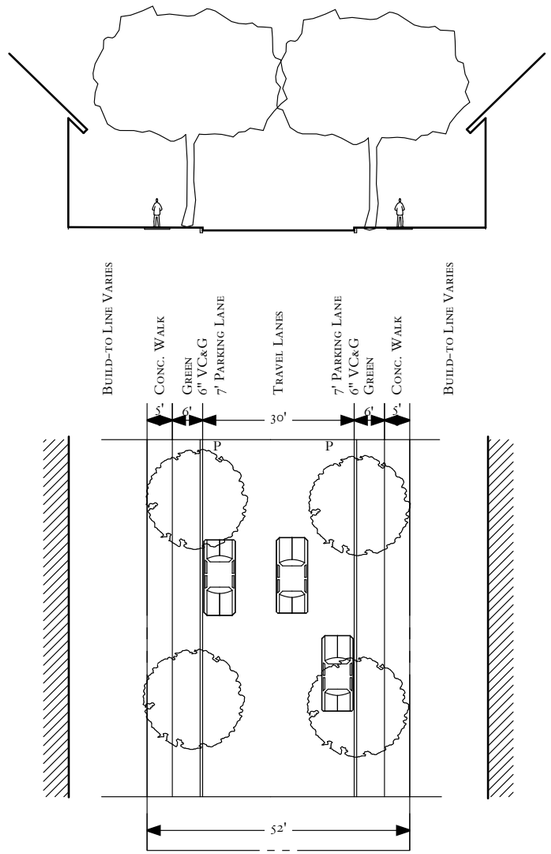
MS-80-56 Plan-Section



ST-56-32

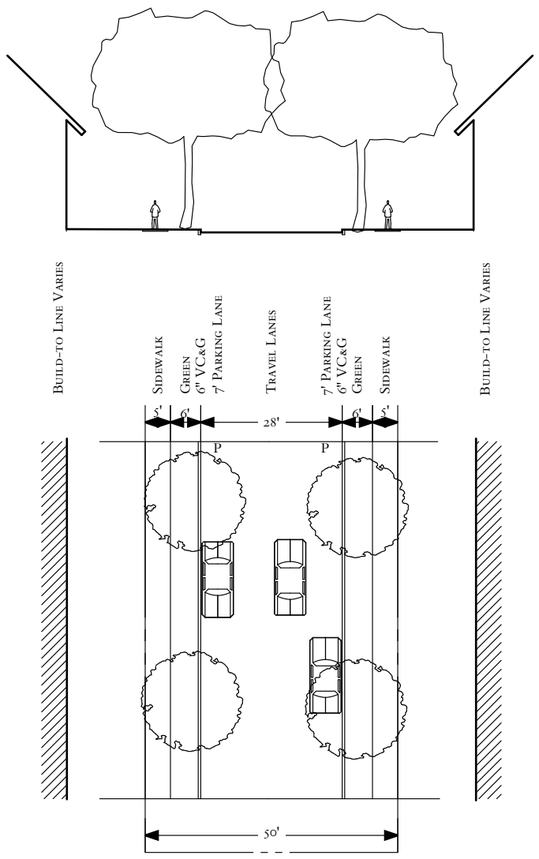
Showing optional frontage treatment for differing building types.

ST-56-32 Plan-Section



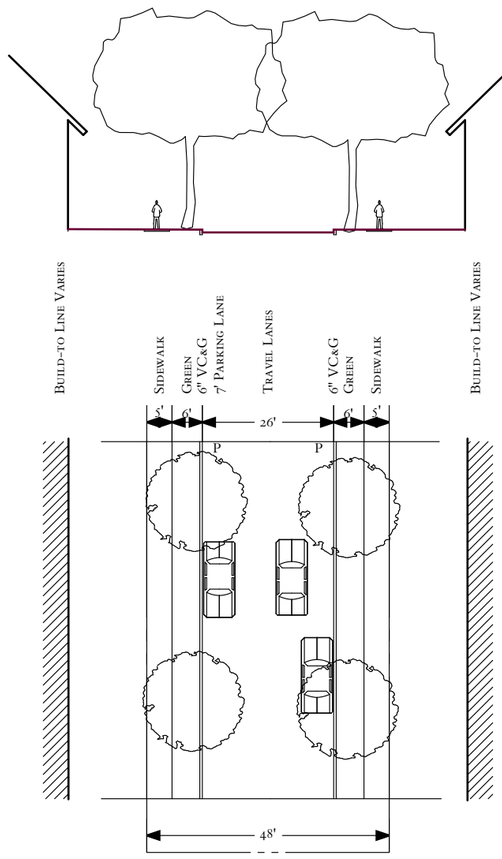
ST-52-30

ST-52-30 Plan-Section



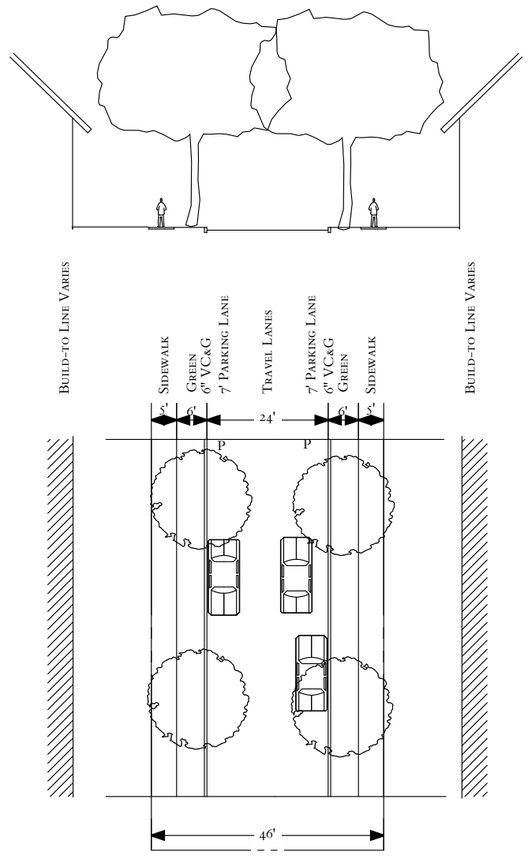
st-50-28

st-50-28 Plan-Section



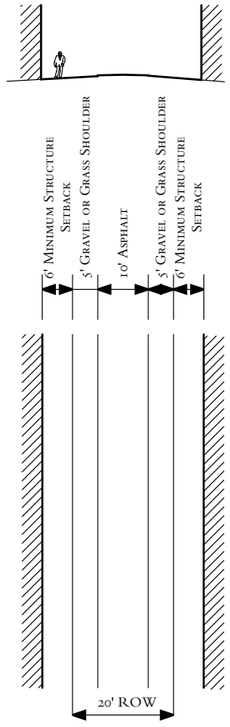
st-48-26

st-48-26 Plan-Section

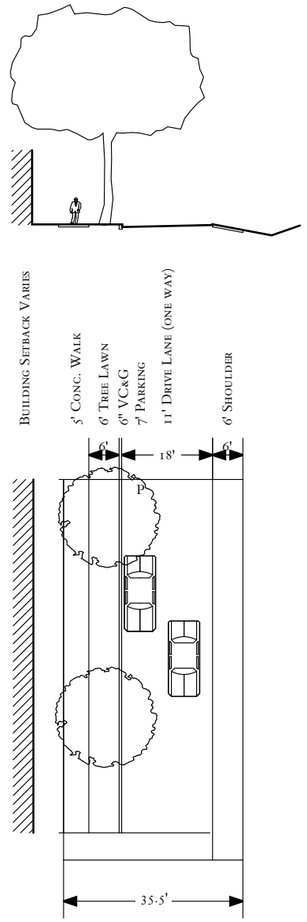


st-46-24

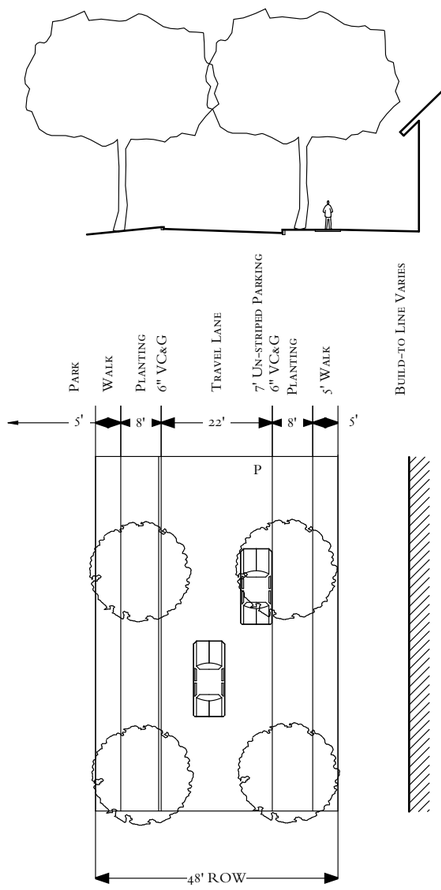
st-46-24 Plan-Section



RA-20-10



R-35.5-18



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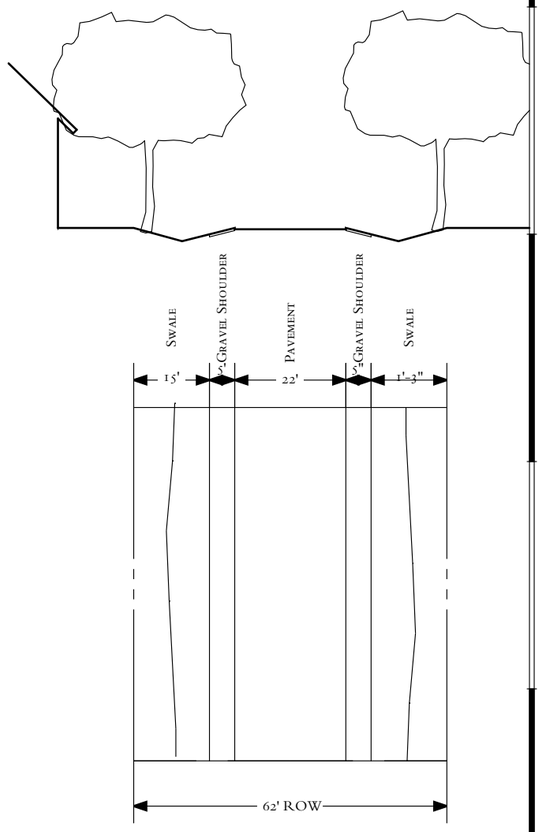


R-62-22

RA-20-10 Plan-Section

R-35.5-18 Plan-Section

R-48-22 Plan-Section

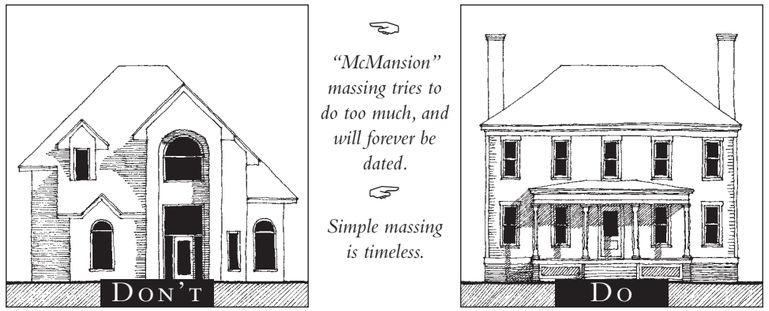
R-62-22 Plan-Section

Section E

ARCHITECTURAL STANDARDS

Illustration by James Wassell & Dede Christopher

SIMPLICITY OF MASSING

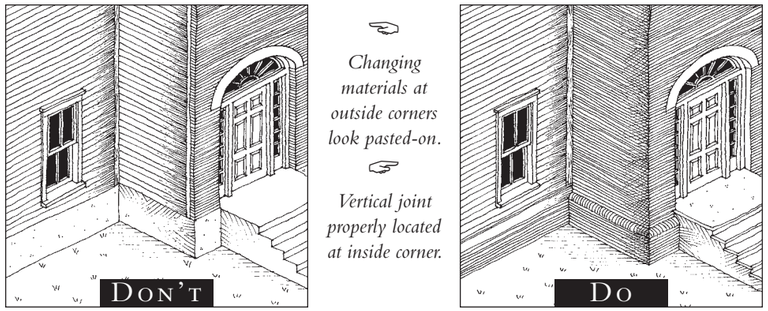


"McMansion" massing tries to do too much, and will forever be dated.

Simple massing is timeless.

The root of the Texas Hill Country architectural massing is simplicity. The buildings that are the foundation of most styles are a simple volume, or an assembly of simple volumes.

WALL MATERIAL JOINTS

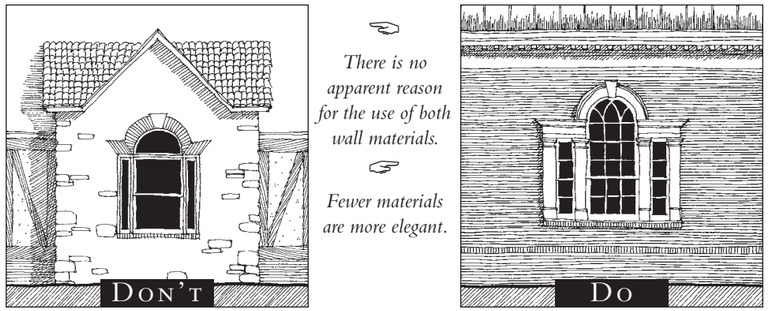


Changing materials at outside corners look pasted-on.

Vertical joint properly located at inside corner.

Heavier, more basic, or more unadorned materials should occur below a horizontal joint, such as rough stone below brick or brick below wood siding. Buildings should become lighter and more adorned as they approach the sky. Vertical joints between different materials shall occur only at inside corners except in rare instances that are appropriate to the style. This naturally occurred when additions to buildings were built of a different material. It is common in some areas to see original houses of wood, for example, with additions of brick or stone because the family became more prosperous over the years. Material changes at outside corners gives the entire building an aura of cheapness and shall not be permitted.

NUMBER OF WALL MATERIALS

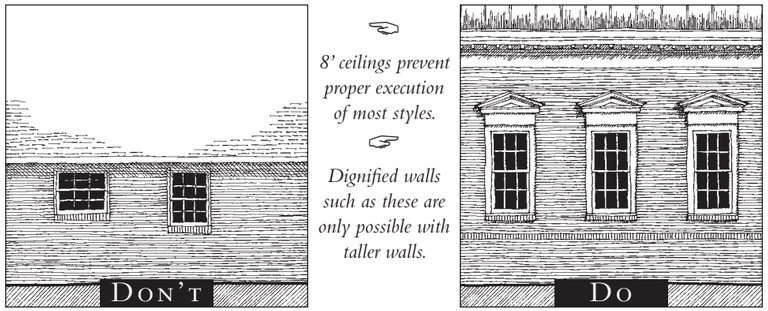


There is no apparent reason for the use of both wall materials.

Fewer materials are more elegant.

No more than two wall materials shall be visible on any exterior wall, not including the foundation wall or piers. Construction was once more difficult and expensive than it is now, so builders tried to use simple construction systems. They may have enriched the buildings with ornament, but the basic construction system was usually simple. Because of this, most walls were built of one material or maybe two, not counting the foundation & trim work. Today, however, the public realm is often so poor that people feel compelled to clutter the walls of buildings with as many materials and shapes as possible in hopes of creating "street appeal" since the street itself has little appeal. Unfortunately, the result is often cluttered and unappealing.

WALL HEIGHTS



8' ceilings prevent proper execution of most styles.

Dignified walls such as these are only possible with taller walls.

8' tall walls should never be used except in rare cases when they are appropriate to the architectural language. Principal rooms of even the humblest houses had relatively tall ceilings until the mid-1920's. It is almost impossible to detail a house properly with 8' tall walls with rafters above.

WALLS & MASSING

MATERIALS

BUILDING WALLS: shall be finished in native stone (or synthetic equivalent), brick, stucco, split-faced block (for piers, foundation walls and chimneys), wood lap siding, or Hardi Plank siding (equivalent or better).

FRONTAGE WALLS & STOOPS: shall match or be compatible with the materials of the associated buildings.

FRONTAGE FENCES & WALLS: shall be built entirely of wood, metal in a cast-iron style, native/regional stone (or equivalent synthetic), brick, or stucco. May have masonry or stucco piers and base. Colors shall match local precedent or standard.

CONFIGURATION

BUILDING WALLS: shall show no more than two materials on any exterior wall, not counting the foundation wall or piers. Heavier materials shall be located below horizontal joints. Vertical joints between materials shall only occur at inside corners. Exterior building walls shall be a minimum of 9' in height on the main level.

STONE: shall be laid with the stones in a horizontal orientation to resemble structural stone walls.

STUCCO: shall be cement or synthetic and may be integral color or painted. Finish shall be smooth or sand-finish; heavy lace is prohibited. EIFS shall not be installed within 3' of the ground.

BRICK: shall be properly detailed and installed in load-bearing configurations. Brick shall course exactly to both the top and bottom of all wall openings. Textured brick is prohibited.

SIDING: shall be clapboard or lap siding, and shall be painted. Vinyl siding and faux wood grain is prohibited.

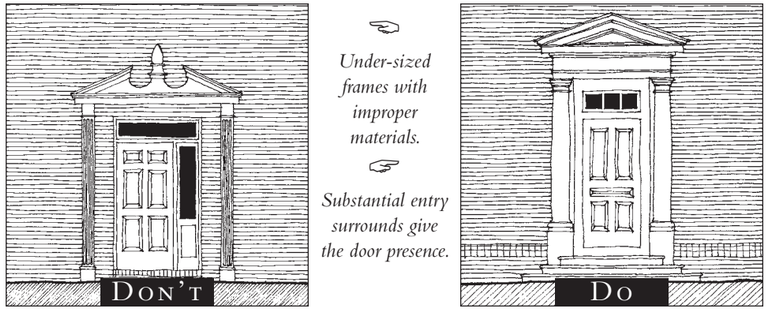
FRAME WALL/MASONRY BASE ALIGNMENT: face of stud of frame walls shall align with face of masonry of foundation wall below. Horizontal ledges between wood frame wall and masonry base are prohibited.

TRIM: shall be indistinguishable from wood when painted, and shall be sized appropriately to its location. Corner boards shall not exceed 1x6.

MASONRY ARCHES & PIERS: shall be no less than 12" x 12" in plan view.

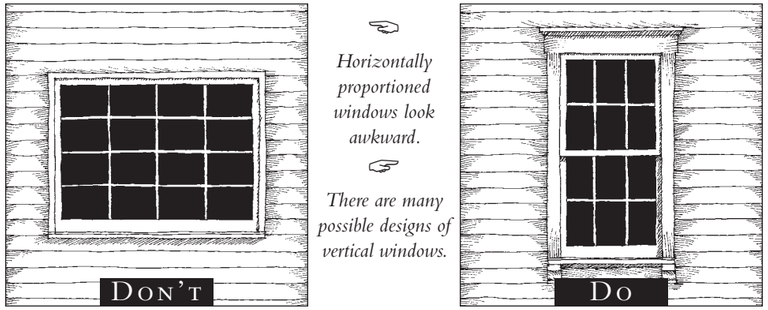
COLOR: shall be selected according to building style and Central Texas precedent.

ENTRY SURROUNDS



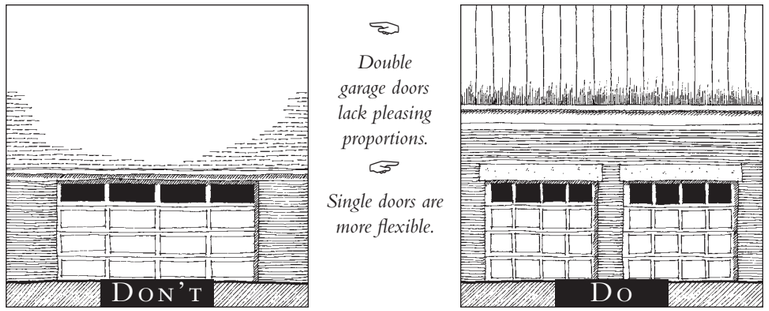
Entry surrounds should be substantial. Typical 3-1/2" frames diminish the presence of the door. Head casing shall always be wider than jamb casings, except in rare cases where it's not appropriate to the style. Material between casing and door shall always be frame material, and shall never be masonry.

WINDOW PROPORTIONS



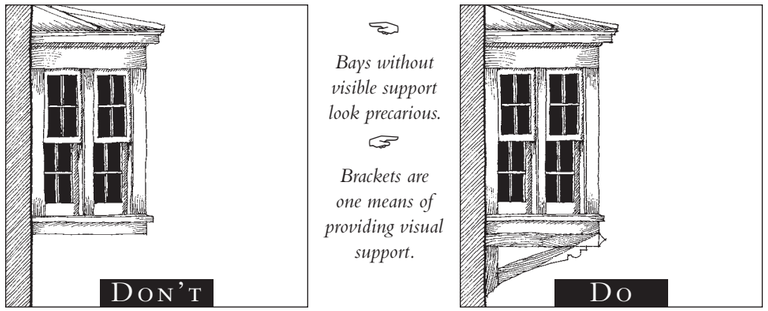
Windows shall be vertically proportioned or square. Square, round or semi-circular windows may be used high on a wall or on a roof. Most vernacular architecture employs windows with the proportion of either the human face or the entire human body. Generally, the more relaxed or informal languagesuse windows of a human face proportion (3:2). The more formal languages favor windows proportioned more like the entire human body (2:1 to 3:1 or sometimes a little taller).

GARAGE DOOR SIZE



Double garage doors (16' wide) are discouraged over individual single garage doors for several reasons. First, double doors look unnaturally wide due to their proportions. Second, double doors often sag more and sooner than single doors because they span a greater distance. Double doors shall not be permitted unless from an alley-access.

BAY WINDOW SUPPORT



Bay windows shall either extend to the ground or be supported by visible brackets of appropriate size.

DOORS & WINDOWS

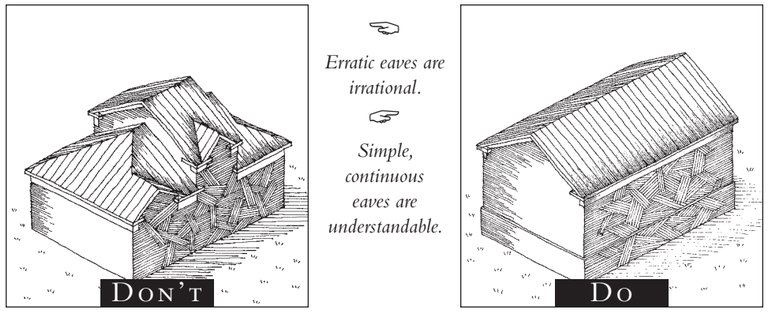
MATERIAL

DOORS:	shall be wood or clad wood for residential, and may also be steel or extruded aluminum for commercial use.
GARAGE DOORS:	shall be wood, clad wood, metal, or composite.
WINDOWS:	shall be wood, vinyl-clad wood, aluminum-clad wood, and solid PVC, but all must be indiscernible from wood at arm's length. Commercial windows may also be extruded aluminum or hollow steel frame. All windows shall have clear glass. Stained glass is permitted in residential and religious use.
STOREFRONTS:	shall be wood, custom metalwork, extruded aluminum, or hollow steel frame. Natural and bronze aluminum storefronts are prohibited.
BAY WINDOWS:	shall be trimmed with a single vertical jamb casing that extends from the window sash to the corner of the bay.
SHUTTERS:	shall be wood, fiber-cement, or solid PVC, and shall be indiscernible from wood at arm's length.

CONFIGURATION

DOORS:	shall be side-hinged except garage doors, which may be sectional. Sliders shall not be visible from streets, sidewalks, or public spaces. The style of the front door shall match the building style.
GARAGE DOORS:	shall be a maximum of 9' in width if visible from streets, sidewalks, or public spaces. Alley-accessed garages may have 16' wide doors.
WINDOWS:	shall be single-hung, double-hung, triple-hung, casement, or fixed. The style of the windows shall match the building style. Window openings and panes shall be vertically proportioned or square. Flush mounted windows are prohibited.
STOREFRONTS:	shall be single panes of glass not larger than 6' high by 5' wide. Storefronts shall allow a minimum 60% of surface view into the building.
BAY WINDOWS:	shall extend to the ground or be supported by visible brackets.
SHUTTERS:	shall be exactly one-half the width of, and the same height of the associated opening. All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.
CASING:	shall never be narrower the 3 1/2" except on masonry walls. Mullion casing shall never be narrower than 3 1/2" regardless of location. Brick shall never be visible between a door or window and it's casing. Head casing shall be equal to or wider than jamb casing, and shall not be less than 1/6 the opening width.

EAVE CONTINUITY

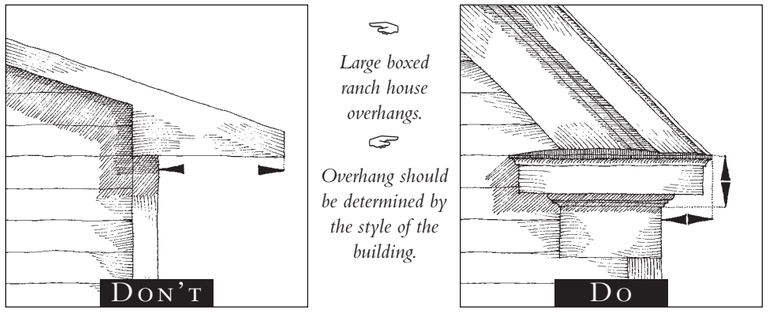


Erratic eaves are irrational.

Simple, continuous eaves are understandable.

Eave lines shall be simple and continuous unless there is a logical reason for a break.

EAVE OVERHANG & ENCLOSURE

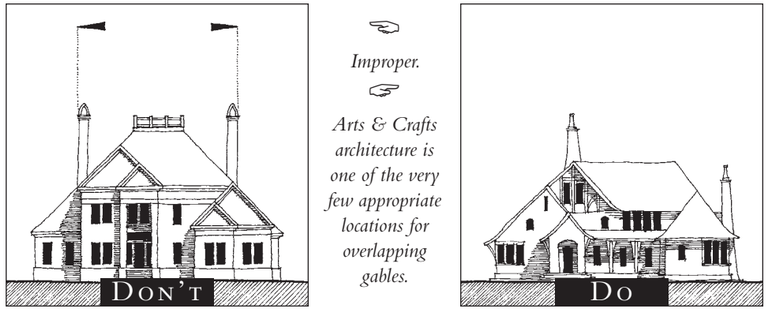


Large boxed ranch house overhangs.

Overhang should be determined by the style of the building.

Eave overhangs shall be appropriate to the style of the building. Formal styles may have closed eaves if appropriate to the style of the building, but vernacular buildings should have open eaves. Exposed rafter tails shall not exceed 6" in height.

OVERLAPPING GABLES

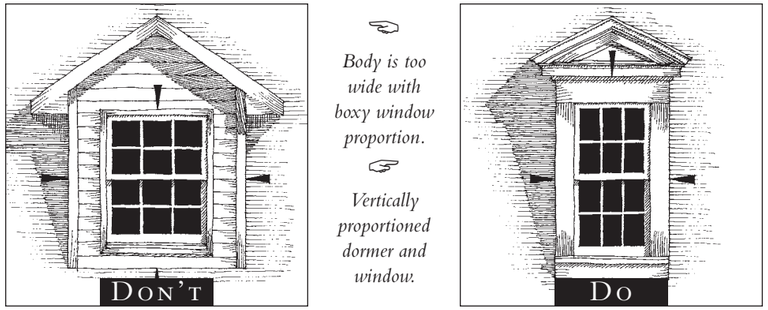


Improper.

Arts & Crafts architecture is one of the very few appropriate locations for overlapping gables.

Overlapping gables should only be used when the smaller gable is part of a balcony, porch or entrance, or in the rare instances when they are appropriate to the style. For example, Arts & Crafts is one of the few styles where overlapping gables are appropriate.

DORMER BODY PROPORTION



Body is too wide with boxy window proportion.

Vertically proportioned dormer and window.

The body of a single-window dormer shall be vertically proportioned or square. Dormer windows shall be proportioned slightly shorter than typical windows in the floor below.

ROOFS

MATERIAL

METAL ROOFING: shall be flat between the primary ribs with no striations or pencil ribs.

SHINGLE ROOFING: shall be slate, wood, wood shakes, or equivalent synthetic or better.

TILE ROOFING: shall be clay, concrete or metal.

FLAT ROOFS: shall be commercial quality roofing.

RIDGE CAPS: shall be appropriate to the type of roofing. Bulbed ridge caps shall be used with 5V metal roofing, and standing seam ridge caps shall be of the lowest profile possible.

EAVES: may be wood, stucco, or EIFS. Vinyl and sheet aluminum are prohibited. The eave return cap shall be built of continuous, unseamed metal flashing.

GUTTERS & DOWNSPOUTS: shall be copper, galvanized steel, or aluminum if exposed.

DORMERS: shall never have siding as jamb material. Dormer jamb material should be a solid casing assembly from the window to the corner of the dormer wall. Brick shall only be used for a dormer face when it forms a parapet at the top of the dormer.

CONFIGURATION

PRINCIPAL ROOFS: where sloped, shall be a symmetrical gable or hip. Slope shall fall within a range of not more than 15%. Flat roofs shall be surrounded by a horizontal parapet wall no less than 30" higher than the highest point of the roof deck.

ANCILLARY ROOFS: slopes shall be between 1/3 and 1/2 the primary roof slope.

GABLES: shall not be overlapping except when the smaller gable is part of a balcony, porch, or entrance.

BAY ROOFS: shall be distinct from the primary roof, and return on themselves at each end.

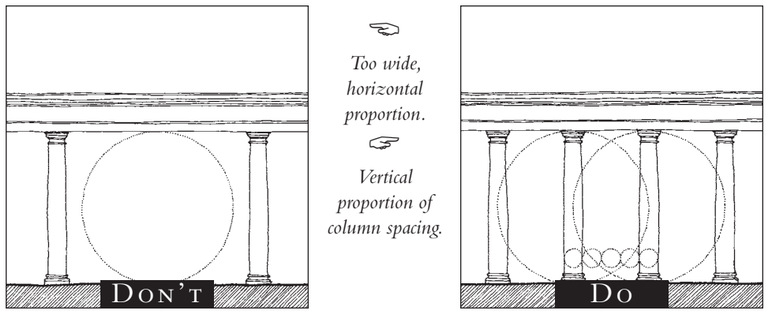
SKYLIGHTS: shall be flat.

EAVES: shall be as continuous as possible, both horizontally and vertically. Exposed rafter tails shall not exceed 6" in height. The trim immediately below the cornice shall not be a crown mould. It shall be a bed mold or similar shape. Eaves shall return around the corner and die into the wall without the common "pork chop" return. Brackets shall extend to the fascia or slightly beyond. A frieze board shall occur below the eave.

GUTTERS & DOWNSPOUTS: shall be half-round or ogee shaped.

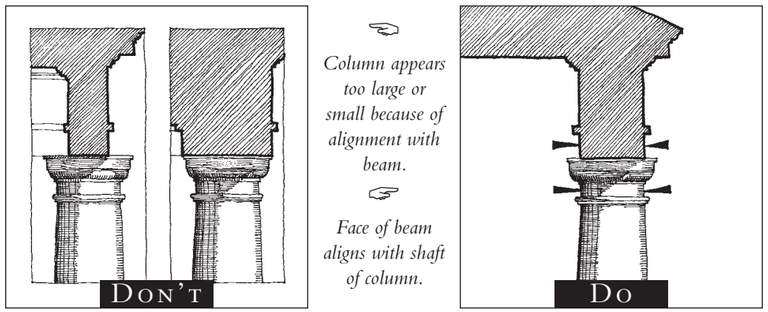
DORMERS: shall have roof trim beginning at the window head and shall be composed of a head casing, soffit, and fascia at a minimum. Siding shall never be used above a window head except in the triangular space enclosed by the pediment of a gable-front dormer. The body of a single-window dormer shall be vertically proportioned or square. The total width of the dormer roof shall be 25% to 40% larger than the width of the dormer body.

INTERCOLUMNIATION



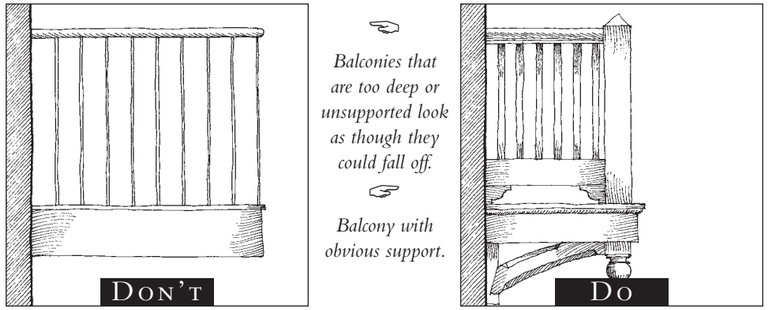
Eave lines should be simple and continuous unless there is a logical reason for a break.

COLUMN TO BEAM ALIGNMENT



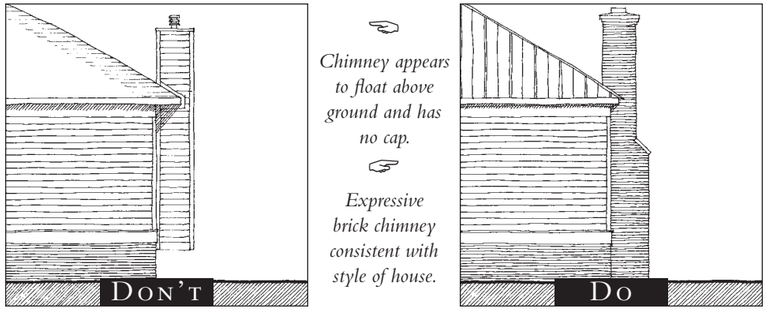
The face of the beam shall always align with the face of the top of the column. Renaissance architects put forth the idea that there were certain canonical ways of constructing the classical orders, and that there should be very little variation in their design. Later archaeology demonstrated the tremendous variety of the classical orders of antiquity, effectively dispelling this notion. The relationship of the column to the entablature, however, was an exception. It is nearly impossible to find examples of classical or even good vernacular architecture that violates this rule. Simply stated, the top of the column shaft should align flush with the face of beam or architrave above. Think of the simplest of columns and beams: if a 6" square wood post is used to support a 6" square wood beam, there is no doubt that the face of beam would be set flush with face of column. There is no reason to move the beam if trim is added to the column.

BALCONY & RAILING CONFIGURATION



Balconies shall project no more than 3' from the face of the building and shall be visually supported by brackets. Railings shall have both top & bottom rails, with bottom rails clearing the floor. Balusters shall be centered on the rails and spaced at no more than 4" apart from one another.

CHIMNEY CONFIGURATION



Chimneys shall extend to the ground and have a projecting cap. Wood faced chimneys are prohibited.

ATTACHMENTS

MATERIAL

COLUMNS & POSTS:	shall be made of wood, composite metal, native stone (or synthetic equivalent). Extruded aluminum is prohibited.
PORCH BEAMS:	shall be wood, fiber-cement, stone, concrete, stucco or EIFS. The grain or texture shall be horizontal.
PORCH CEILINGS:	shall be wood, fiber-cement, or stucco.
BALCONIES & RAILINGS:	shall be wood, fiber-cement, or metal. The railing material shall not be heavier in appearance than the primary element of the balcony.
CHIMNEYS:	shall be sheathed in brick, stone, or stucco when visible.
FLUES:	shall be clay tile or galvanized metal left natural, or painted black.
SIGNS:	shall be wood, composite, or metal unless painted on the building wall or window.
AWNINGS:	shall be non-translucent canvas on a light metal frame.

CONFIGURATION

INTERCOLUMNIATION:	shall be vertically proportioned.
POSTS:	shall be no less than 6" x 6" in cross section.
FACE OF COLUMN OR POST:	shall align with the face of beam above.
COLUMN BASE:	shall not protrude beyond the edge of the porch flooring. The outer edge of the base should align with the face of the pier or foundation below.
PORCH BEAMS:	shall be visible from both the inside and the outside of the porch. Seams between beam face and bottom of built-up beams shall occur beneath the beam.
BALCONIES:	shall project no more than 3' from the face of the building and shall be visually support by brackets.
RAILINGS:	shall have both top and bottom rails, with bottom rails clearing the floor. Balusters shall be centered on the rails and spaced no more than 4" clear.
CHIMNEYS:	shall have a projecting cap, and extend to the ground if located on an outside wall.
ATTACHED SIGNS:	shall be one of the following: band sign, board sign, window sign, or painted wall sign. Attached signs shall be no more than 3' high and shall not be backlit or more than 12' above the sidewalk.
BLADE SIGNS:	shall be attached perpendicular to the façade. Blade signs may project up to 5' from the wall, and the top of the sign shall occur between 9' and 12' above the sidewalk. The blade sign shall not exceed 18" in height.
AWNINGS:	shall be sloped rectangles without end panels or curved or sloped shapes with end panels.

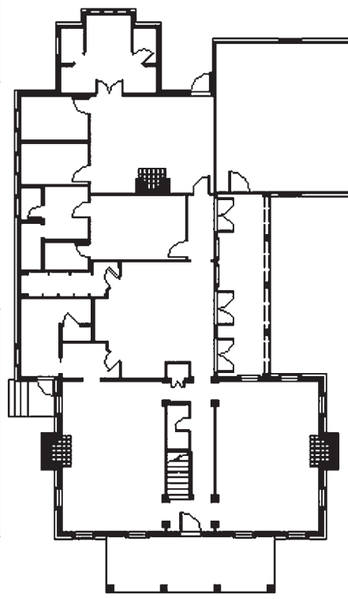
Section F

UNIT TYPES

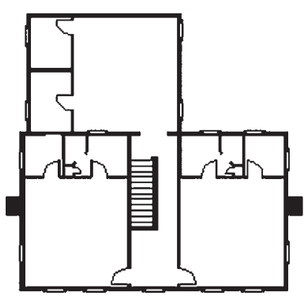
Illustration by Dede Christopher

LARGE HOUSE

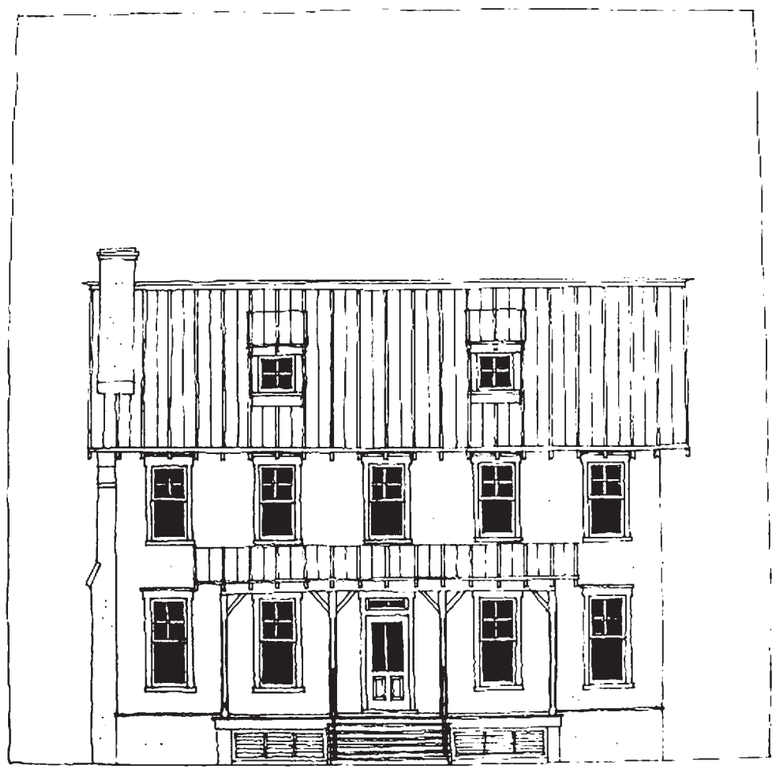
The Large House is an Edgeyard type and is usually found in T3, but may also occur in T4. Lot widths are 72' - 96'.



First Level Floor Plan

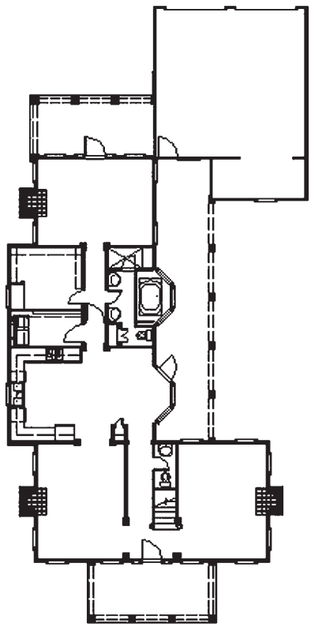


Second Level Floor Plan

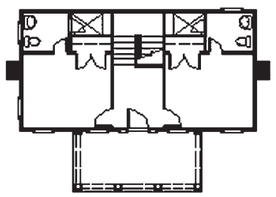


SIDECOURT HOUSE

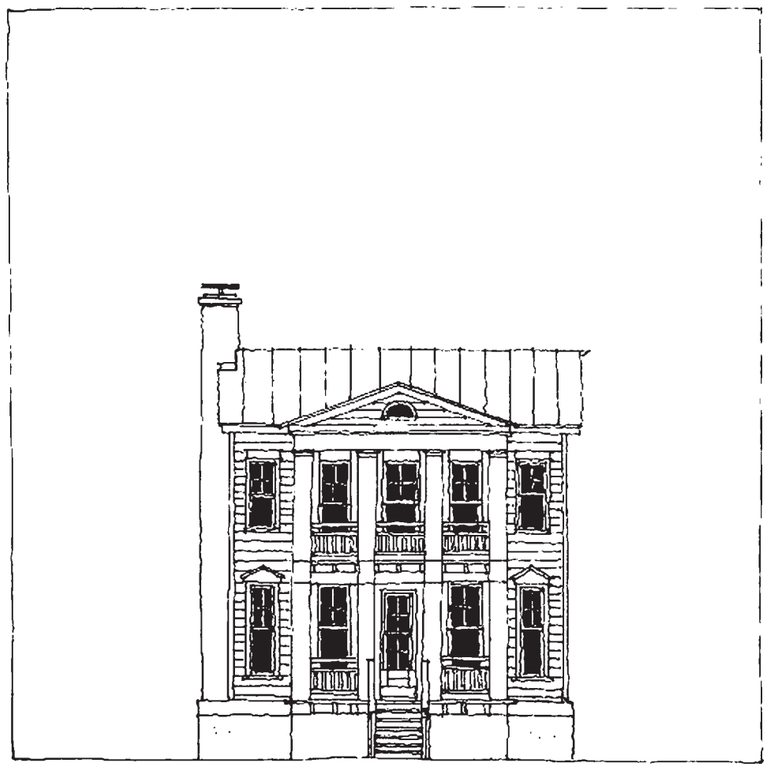
The Sidecourt is an Edgeyard type that forms a private courtyard and is found in T3, but may also occur in T4. Lot widths are 72' - 96'.



First Level Floor Plan

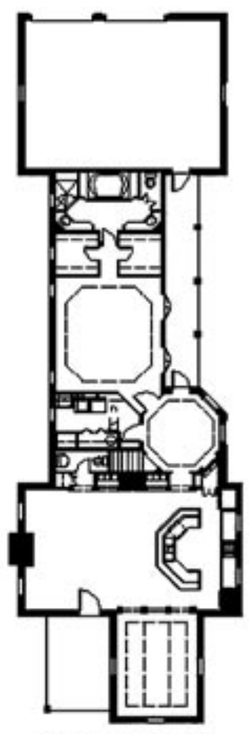


Second Level Floor Plan

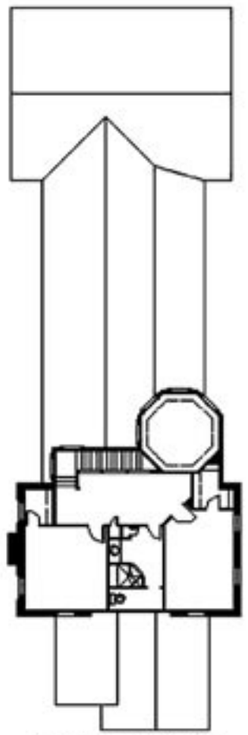


T3-T4 HOUSE

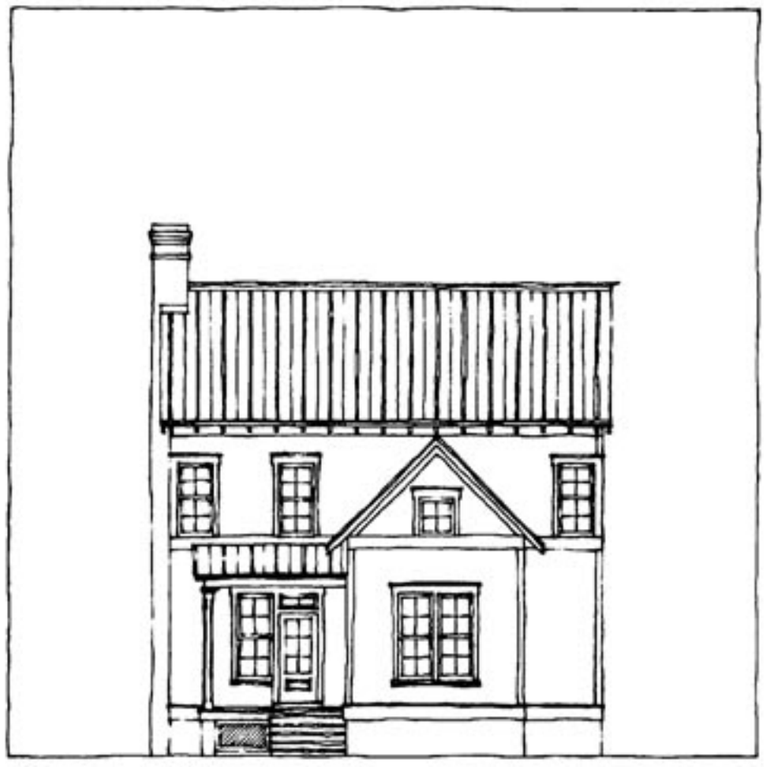
The House is an Edgeyard type that is found in T4, but may also occur in T3. Lot widths are 48' - 72'.



First Level Floor Plan

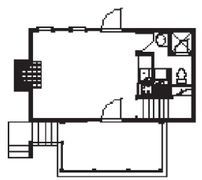


Second Level Floor Plan

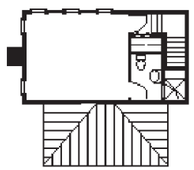


T3 -T4 GUEST HOUSE

The Guest House is an Rear Yard Accessory Unit.



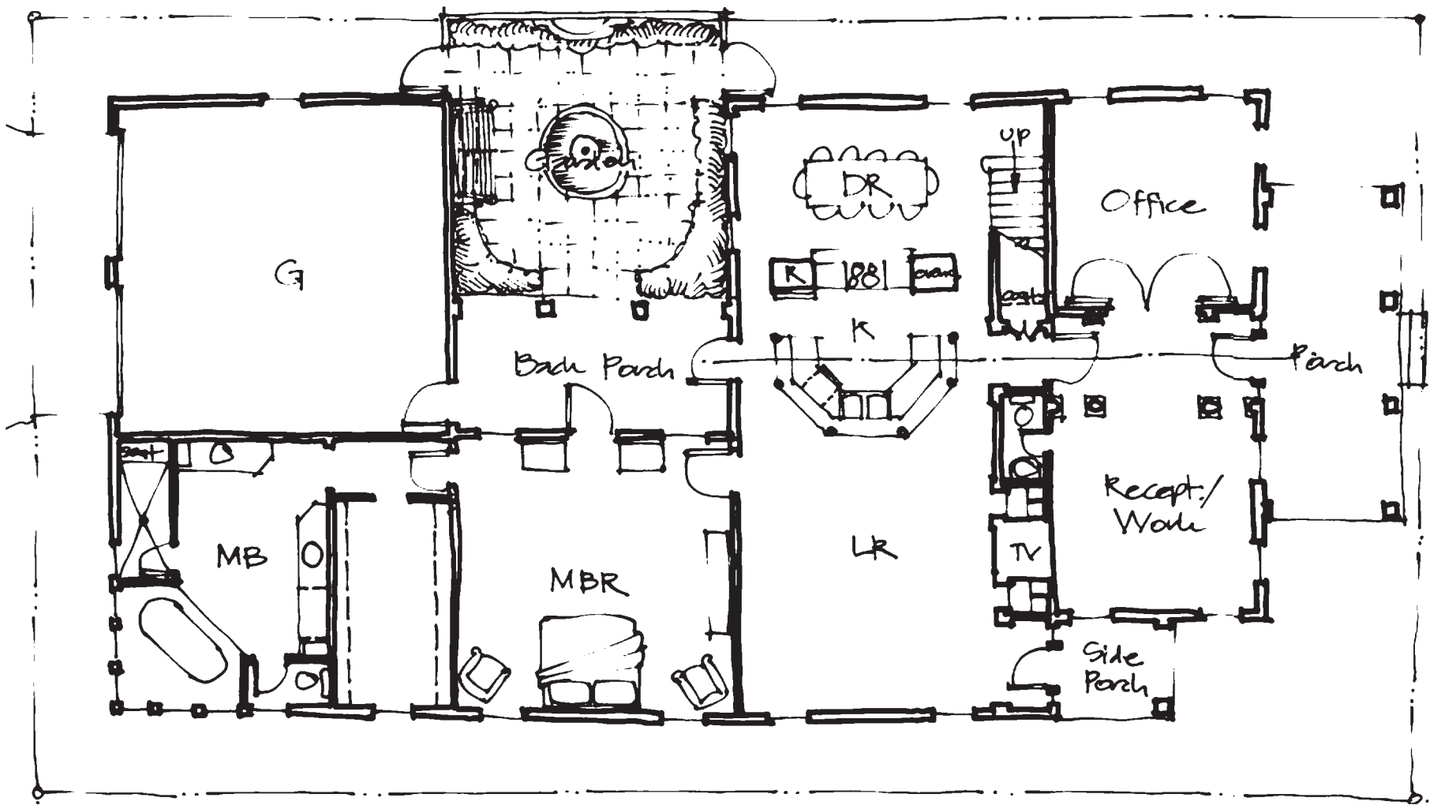
First Level Floor Plan



Second Level Floor Plan

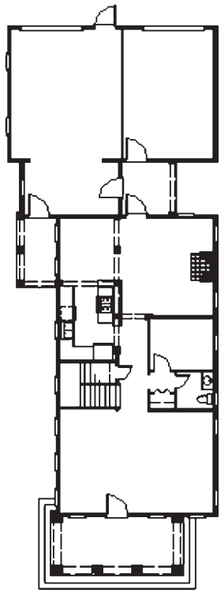
T4 LIVE-WORK HOUSE

The Live-Work House is an Edgeyard type that allows for a home occupation. The work area in in the front of the house and accessible from the street. Lot widths are 48' - 72'.

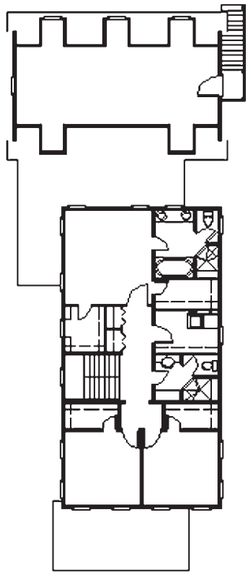


T4 LIVE-WORK HOUSE

The Live-Work House is an Edgeyard type that allows for a home occupation. This unit has the work area in the rear. Lot widths are 48' - 72'.



First Level Floor Plan

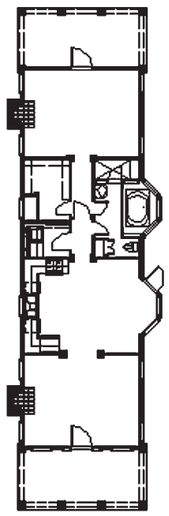


Second Level Floor Plan

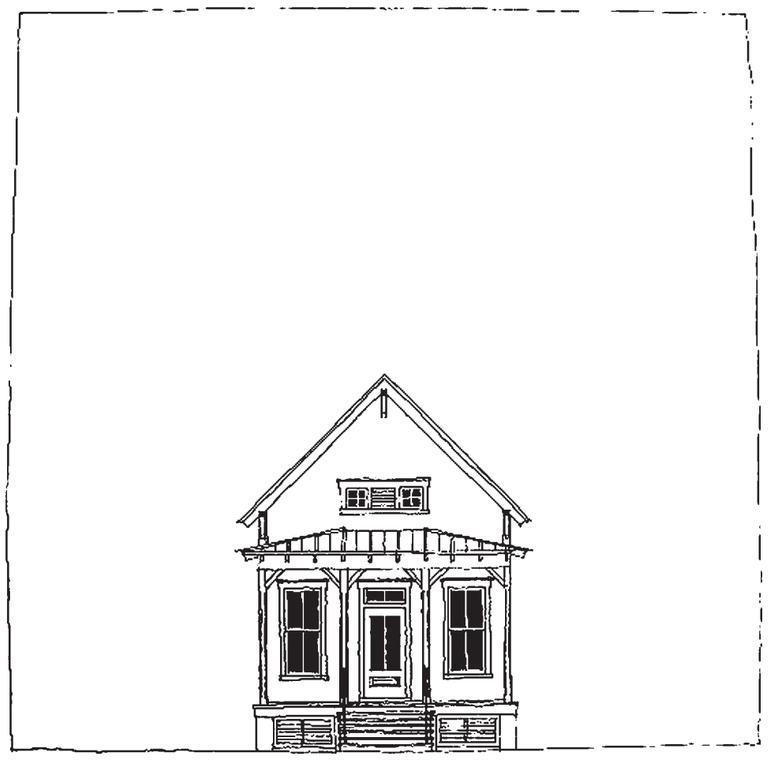
Front Elevation

T4 - T5 SHOTGUN

The Shotgun is an Edgeyard type that is found in T4 & T5. Lot widths are 24' - 36'.

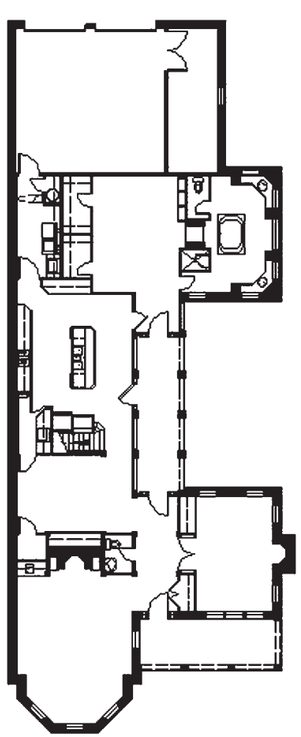


Floor Plan

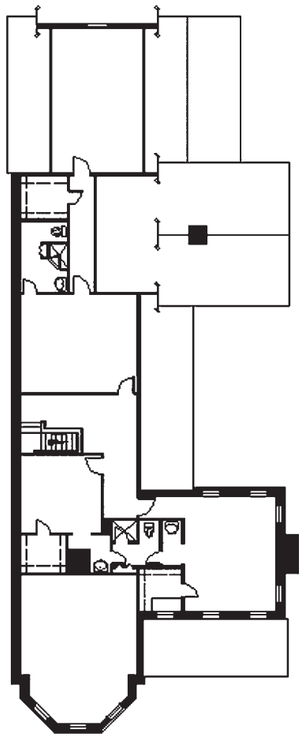


T4-T5 SIDE YARD HOUSE

The Sidecourt is an Zero Lot Line or Side Use Easement type that forms a private courtyard and is found in T4 & T5. Lot widths are 36' - 54'.



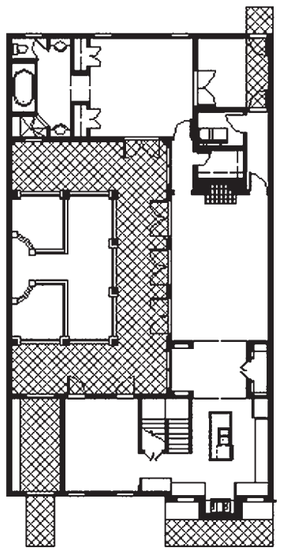
First Level Floor Plan



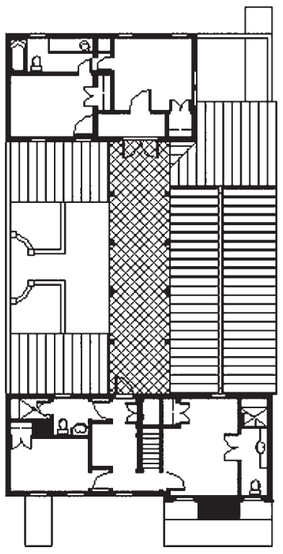
Second Level Floor Plan

T4-T5 COURTYARD HOUSE

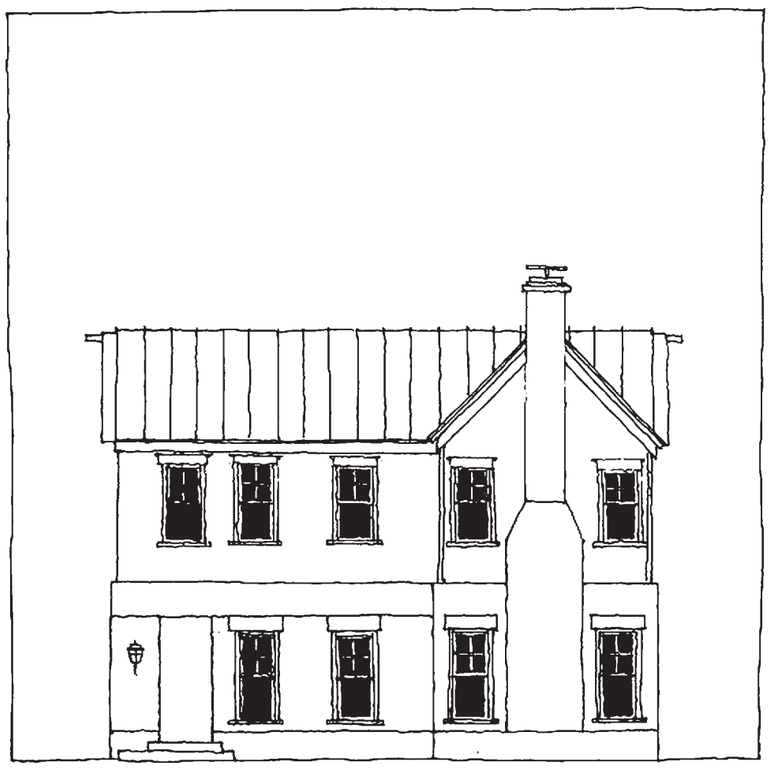
The Courtyard House is an Zero Lot Line type that forms an interior courtyard and is found in T4 & T5. Lot widths are 36' - 54'.



First Level Floor Plan

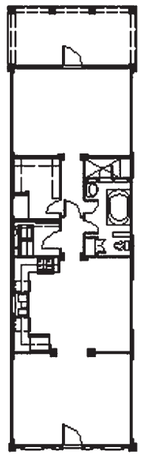


Second Level Floor Plan

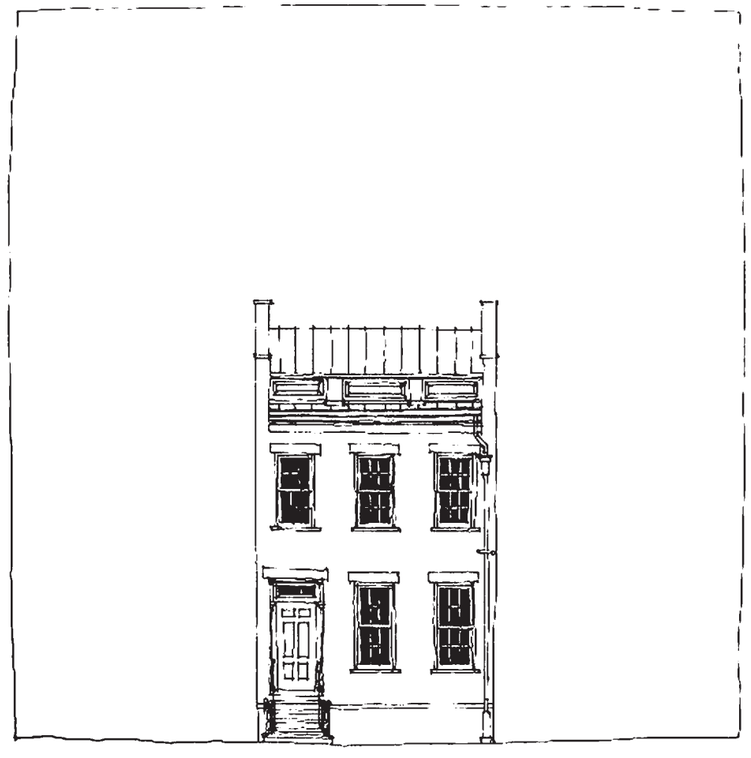


T4-T5 TOWNHOUSE

The Townhouse is an Zero Lot Line type that is found in T4 & T5. Lot widths are 18' - 36'.

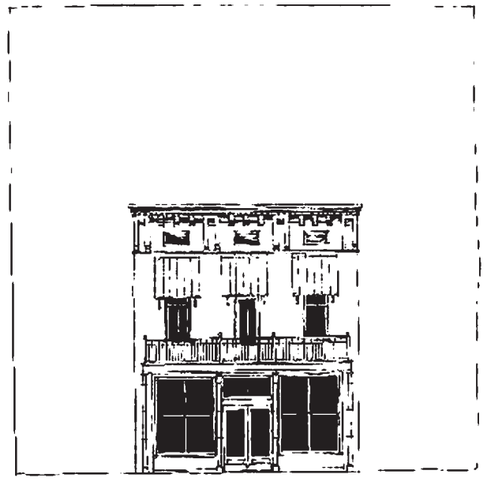


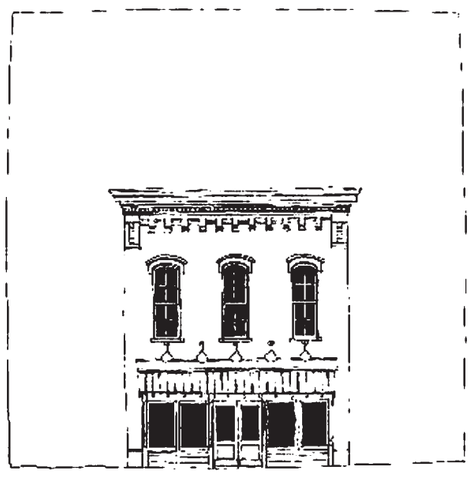
Floor Plan

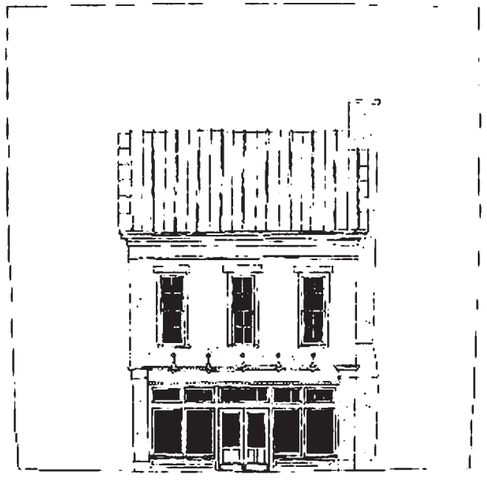


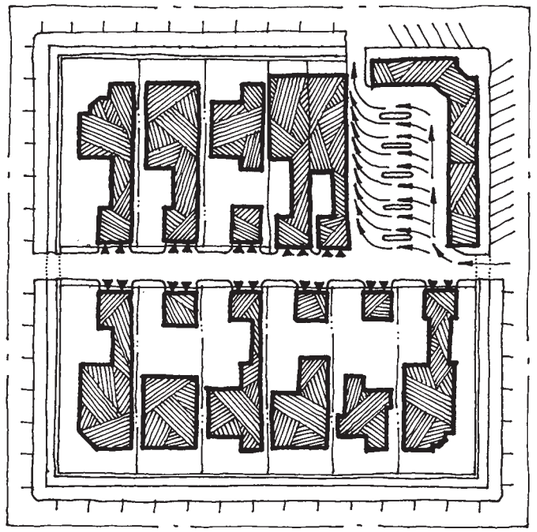
T4 - T5 LIVE-WORK

The Live Above Live-Work Unit is typical of the Texas Main Street and is found in T4 & T5. Lot widths are 16' - 36'. The two story units are found in T4 and three to four storys in T5.

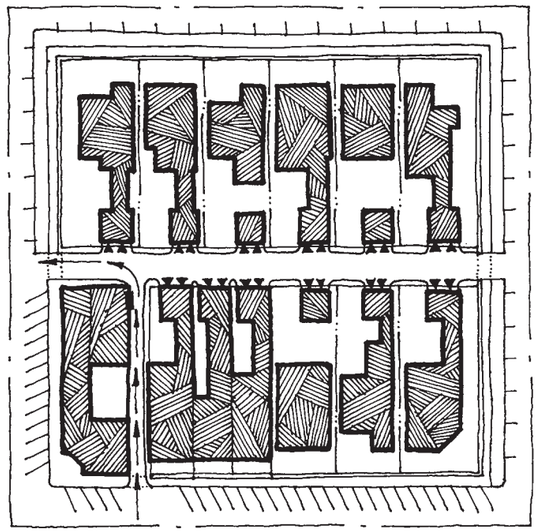








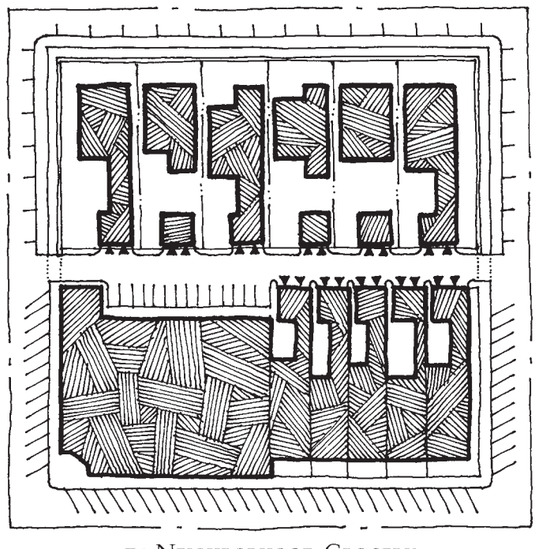
T4 Drive-Through
semi-detached multi-lane (gas station)



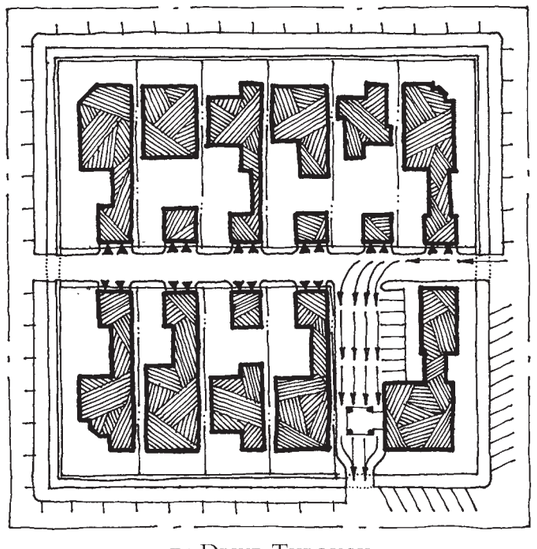
T4 Drive-Through
attached single-lane right-hand (restaurant)

T4 BLOCKS

The examples here show how car dependent services function respectfully in a T4 neighborhood. Parking is provided on street, and in the rear of large stores. Drive-through functions occur in the rear.



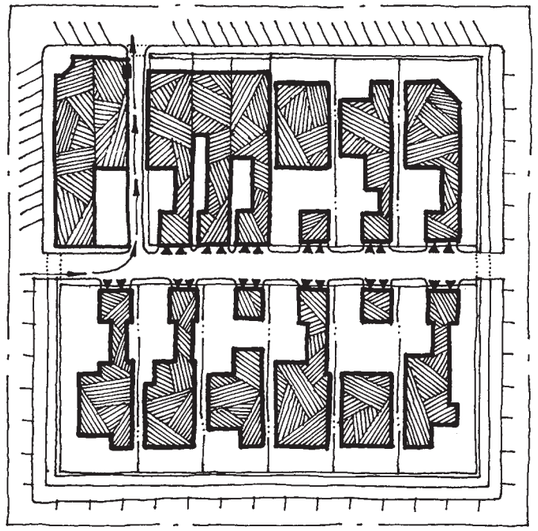
T4 Neighborhood Grocery
20,000 square feet



T4 Drive-Through
attached multi-lane (bank or pharmacy)

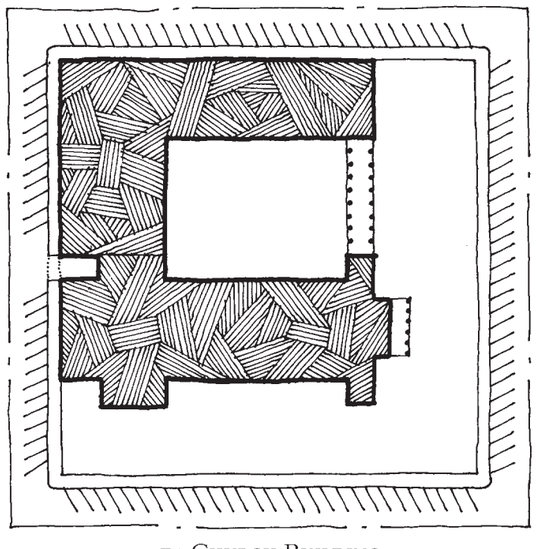
T4 BLOCKS

The examples here show how car dependent services, including civic services such as churches and schools, function respectfully in a T4 neighborhood. Parking is provided on street.



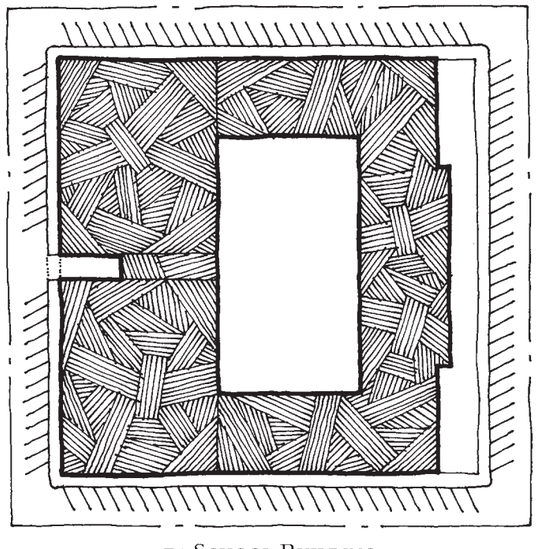
T4 Drive-Through

attached single-lane left-hand (restaurant)



T4 Church Building

545 seats based on assumptions shown

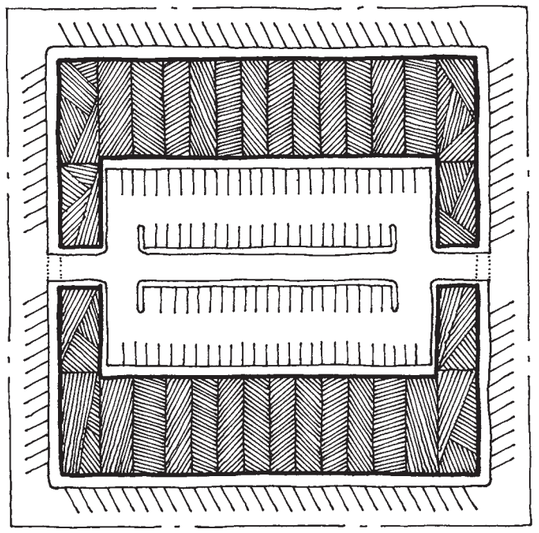


T4 School Building

56 classrooms based on assumptions shown

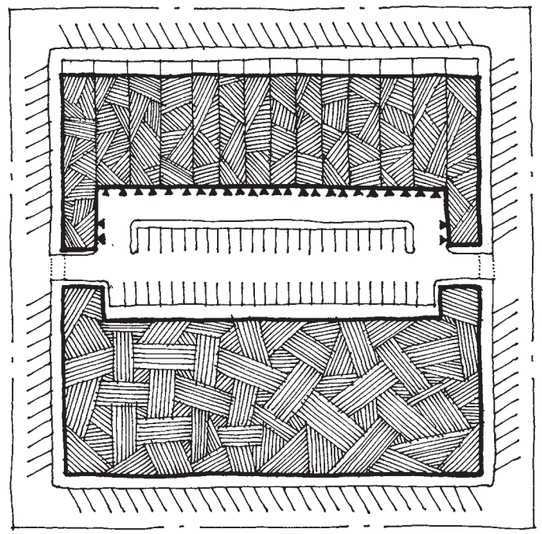
T5 BLOCKS

The examples here show how T5 blocks may meet a variety of needs from the traditional fee-simple, mixed-use units, to the modern requirements of the big box and drive-through.



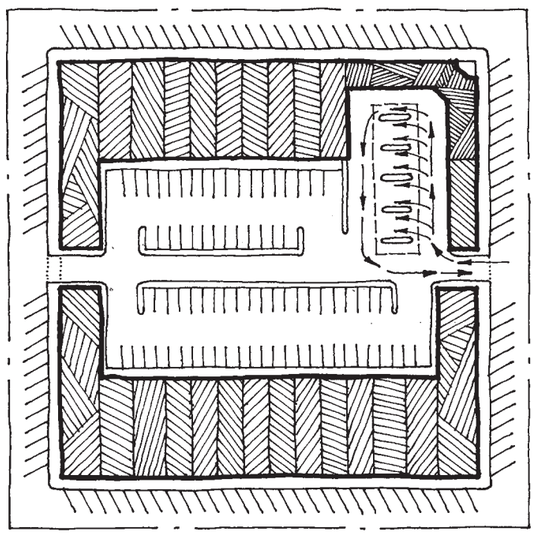
T5 Main Street Block

48,000 sf retail, 8,400 sf office, 28 loft apartments



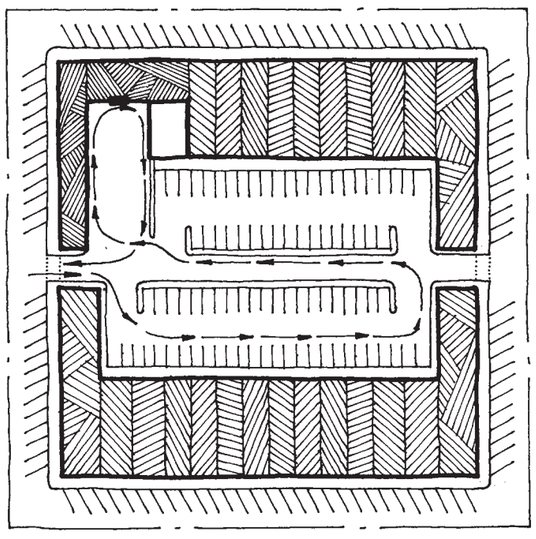
T5 Big Box

40,000 square foot grocery



T5 Drive-Through

semi-detached multi-lane (gas station)

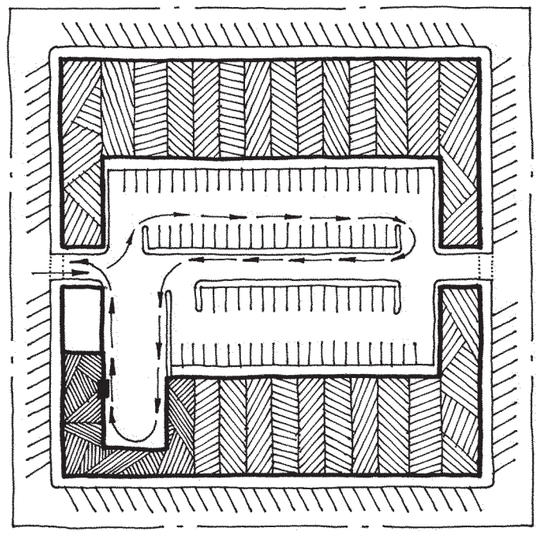


T5 Drive-Through

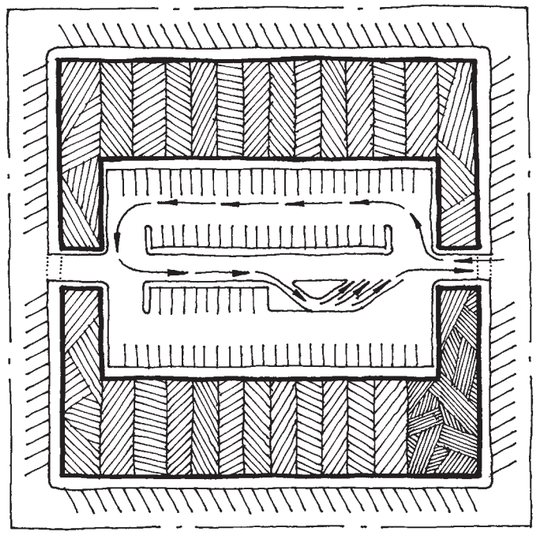
attached single-lane left-hand (restaurant)

T5 BLOCKS

The examples here show how T5 blocks may meet a variety of needs from the traditional fee-simple, mixed-use units, to the modern requirements of the big box and drive-through.



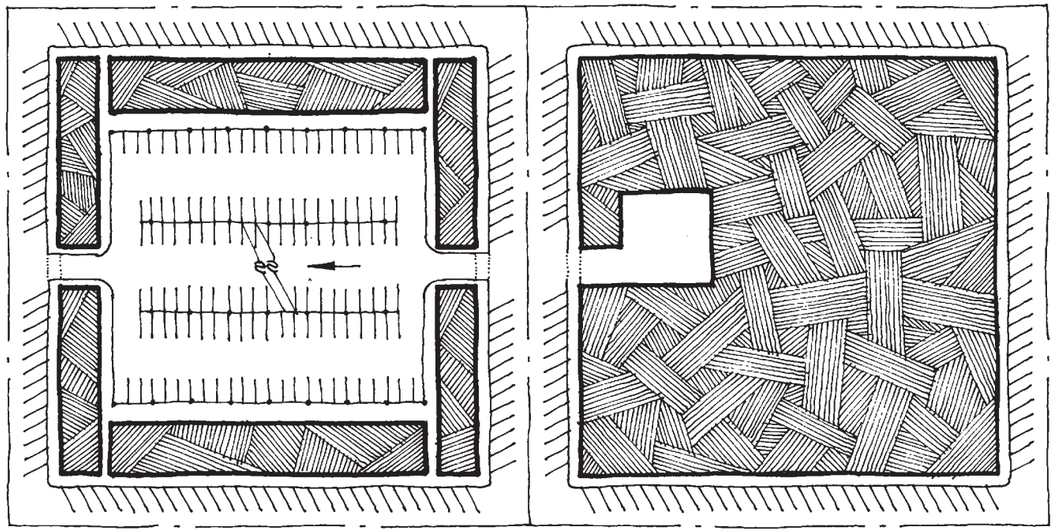
T5 Drive-Through
ATTACHED SINGLE-LANE RIGHT-HAND (RESTAURANT)



T5 Drive-Through
REMOTE MULTI-LANE (BANK OR PHARMACY)

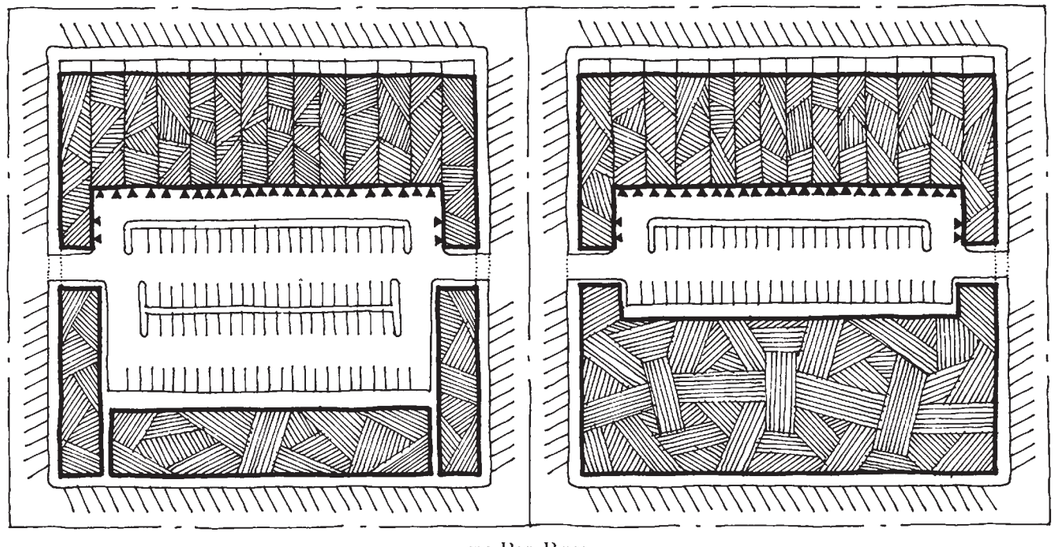
T5 BLOCKS

These examples combine two traditional T5 blocks to meet the space and parking requirements of the largest big box and the junior anchor.



T5 Big Box

180,000 square feet, similar to Wal Mart Super Center

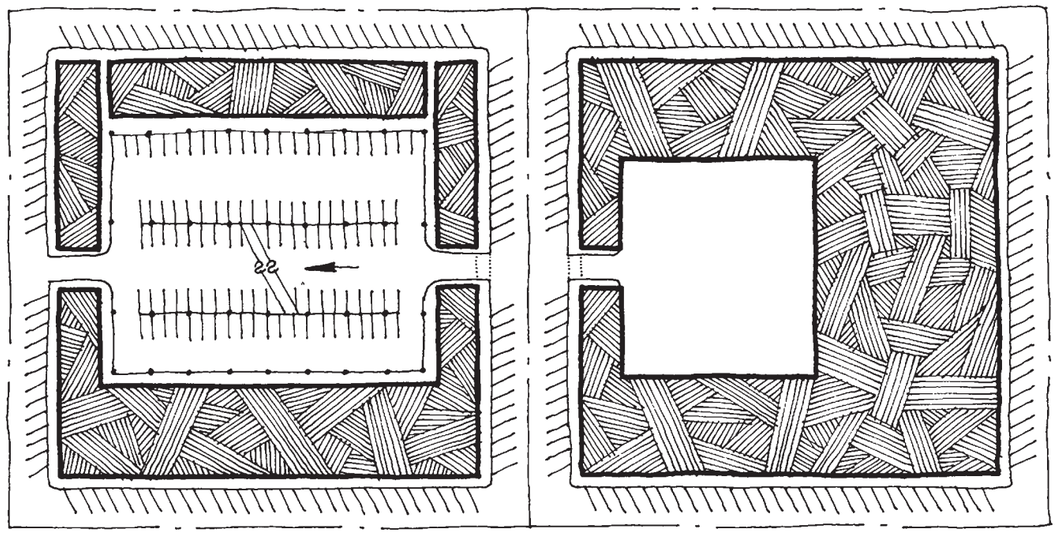


T5 Big Box

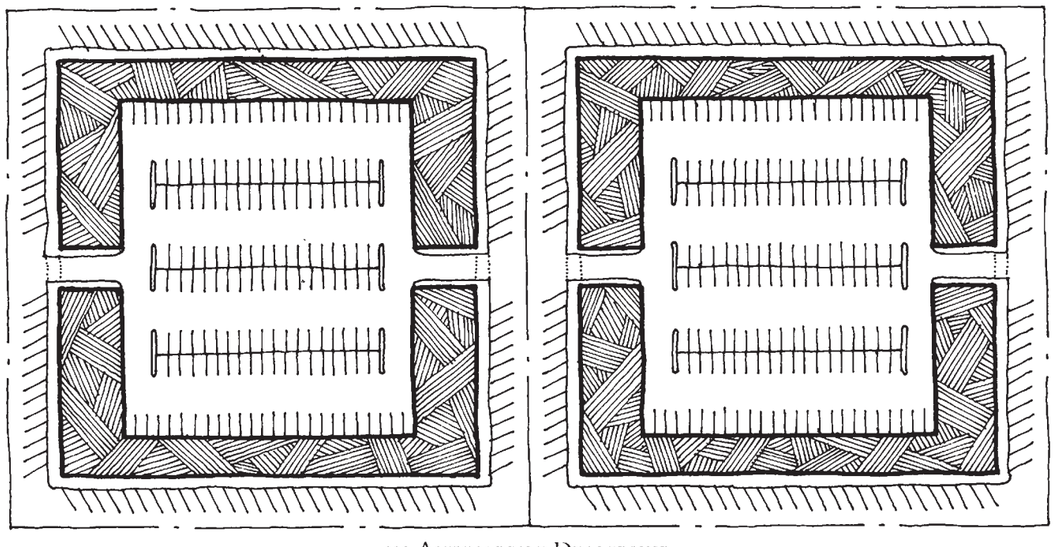
80,000 square foot mini-anchor similar to Barnes & Noble, Old Navy, etc.

T5 BLOCKS

These examples combine two traditional T5 blocks to meet the space and parking requirements of the largest big box and the auto dealership.



T5 Building Supply
150,000 square feet, similar to Home Depot



T5 Automobile Dealership
328 cars for sale on lot